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NAVY COMPROMISE TERMS OUT.

STRONG DISAPPROVAL IN AMERICA.

PRESIDENTIAL THREAT OF BIG BUILDING.

GENEVA STILL HOPES.

London, Sept. 21.
Official circles in London admit the substantial accuracy of the details in regard to the Anglo-French naval limitation proposals given in a document published by the *New York American*, purporting to be a letter addressed by M. Briand, the French Foreign Minister, to French Ambassadors in the chief capitals of the world.
The document shows that Britain and France have agreed that small cruisers and coastal defence submarines should be excluded from limitation.
Meanwhile, there is every indication that America will strongly oppose the proposals, and will use her building programme as a lever to oblige reconsideration.

Building Lever?

The Washington correspondent of the *New York American* declares that he learns from an authoritative source that President Coolidge proposes to send to the British and French Governments a Note expressing strong disapproval of the Anglo-French proposals and indicating that the United States will continue its building programme of twenty-three 10,000-ton cruisers and that there will be no further scrapping of naval tonnage until the review of the Washington Convention to be undertaken in 1931.

British Statement.

A British Wireless message received this morning commenting on the publication in the American newspaper of what purports to be the text of letter from the French Foreign Office to French Diplomatic Missions, says that official publication of the compromise, it is necessary to emphasise, has been postponed pending the receipt from the other chief naval Powers, to whom it had been communicated, of their comments upon it, as a possible basis for discussion at the preparatory conference on disarmament.

Contrary to rumours continually repeated in some quarters the full terms and not only a part of them were communicated to the United States, Japanese and Italian Governments some weeks ago.

It is understood the Japanese and Italian Governments have notified Paris and London that they are disposed to be favourably impressed by the proposals as a basis for discussion, but in the absence of a reply from Washington the publication of the proposals has been delayed in accordance with the usual procedure in such cases.

Entirely Misinterpreted.

Unfortunately, the normal procedure in this instance has provoked an unprecedented crop of rumours which have entirely misinterpreted the purport, extent and aim of the compromise.

The true facts are that progress at the Preparatory Commission for Disarmament had been for a long period delayed by differences of view on the systems of reckoning naval tonnage, the leading protagonists of the opposing views being the British and French representatives.

Broadly stated, Britain favoured calculation by naval categories and the French by the fixation of probable amounts, divisible according to the individual desires of the Powers concerned.

As the result of private conversations, the British and French reached a compromise which would enable progress to be resumed in the Preparatory Commission provided always the other chief naval Powers accepted it.

Communicated in Full.

It was promptly communicated in full to the other Powers affected, it having been explicitly stated by Lord Cushendun, the Acting Foreign Secretary, and other Ministers, that in the event of the proposals not proving acceptable to them, the compromise would automatically cease.

(Continued on Page 9.)

CARVALHO YEO NOW IN HONGKONG.

BROUGHT FROM CANTON BY POLICE LAST NIGHT.

WILL BE TRIED HERE.

From an authoritative source this morning, the *Telegraph* learns that Carvalho Yeo, the man of doubtful nationality, who is wanted by the Hongkong police for alleged complicity in the daring frauds by which the Hongkong Treasury was robbed of over \$260,000, was brought to Hongkong last night from Canton on the s.s. Tung On.

The accused man was brought here under police escort, the most important figure of which was Chief Detective Inspector Lane, who has been in Shanghai for some time in connexion with the protracted extradition proceedings.

Yeo is now being held in custody by the Hongkong Police, though we have been unable to ascertain whether he will be formally charged to-day, or whether the authorities will hold the case over until Monday. It is certain, however, that the prosecution will be formally opened to-day or Monday, though only preliminary evidence essential to a demand is likely to be given.

It is revealed that Carvalho Yeo was brought to Hongkong from Shanghai on an extradition order to Canton, two days ago on a coastal steamer, and immediately sent to Canton. Meanwhile, it appears that negotiations have been proceeding between the Canton authorities and the Hongkong authorities, by which the extradition difficulties, experienced in the Shanghai Provisional Court have been smoothed out, the Canton authorities apparently consenting to hand Yeo over to British jurisdiction in Hongkong.

NO MORE PIRACY GRANTS.

BUT GOVERNMENT WILL RECOGNISE BRAVERY.

It is notified in the *Gazette* that Government Notification No. 223 of the 25th April, 1924, regarding grants by Government in the event of the death or disablement of officers of ships on the Hongkong register by reason of piratical attacks, is cancelled.

The cancellation of this Government Notification is a necessary consequence of the recent alteration in the Piracy Regulations, but the Government remains ready to consider and suitably to recognise meritorious service on the part of any person in the face of piratical attacks.

THE SULTAN OF MUSCAT.

SEES NAVAL EXERCISES AT PORTSMOUTH.

London, Sept. 21.
At Portsmouth to-day the Sultan of Muscat embarked in submarine 125, which then performed a number of diving exercises in Spithead with the destroyers *Umpire* and *Truant* as escorts and the mine-sweeping sloop *Ross* as target-ship, at which the Sultan released a dummy torpedo.

After the exercises, the destroyers returned to harbour and the *Ross* proceeded the 125 to Southampton, where the Sultan was landed at a berth in Ocean Dock.

A visit to a dinner followed. At Portsmouth the Sultan inspected Nelson's Flagship Victory.

—British Wireless.

U.S. SUBMARINE RUNS AGROUND.

NO SERIOUS DANGER AND CREW SAFE.

New York, Sept. 21.
It is officially announced by the U. S. Navy Department at Washington that the American submarine, S-17 has gone aground at Juan Point, Almirante Bay in the Panama Canal Zone.

It is stated that no member of the crew has been injured and that the vessel is in no danger.

—Reuter.

SUN FO RETURNS TO CHINA.

WARM WELCOME AT SHANGHAI.

NEED OF CAPITAL AND FOREIGN EXPERTS.

HOPES FOR FUTURE.

Shanghai, Sept. 21.

When the Empress of Canada arrived here this evening, over a thousand enthusiastic Kuomintang members and representatives of various Chinese public organizations, headed by Dr. Wang Chung-hui, the Nanking Minister of Justice; Mr. Wu Te-chien, the well-known former Canton Chief of Police; and General Liu Chung-chi, went on board to greet Mr. Sun Fo on his return to China.

The distinguished leader also received a number of pressmen on the Empress of Canada shortly after the vessel's arrival.

Mr. Sun Fo is staying at his residence in the city, intending to leave for Nanking to attend Party conferences in a day or two.

It is possible that Mr. Sun Fo will be appointed to the post of Assistant Chief in the Examination Courts in Nanking for candidates joining the Civil Service.

Foreign Tour Result.

Interviewed by pressmen, Mr. Sun Fo gave a brief account of his observations and the results of his European and United States tour. He said that prior to the success of the Nationalist Army in the war with the Northern forces, most of the foreign Powers were sceptical about the Kuomintang administration, but such doubts had now dispelled to a very large extent, as China is united under one Central Government in Nanking.

Continuing, the Nationalist politician said it was his belief that China is some 50 or 60 years behind England and America, but, with her enormous resources, China may be expected to rank with the European countries in 20 or 30 years' time.

Reconstruction Needs.

Mr. Sun Fo also asserted that one of the first duties confronting the Nationalist Government is the improvement of the internal politics of China, for, with the country being stabilized and all the leaders of the Party working in harmony by placing the welfare of their country before their own ends, gigantic reconstruction problems could be solved without difficulty and the dreams of the founder of the Kuomintang Party be realized.

Mr. Sun added that his meetings with European and American industrialists, whom he has endeavoured to convince that China most needs big capital and scientific experts to solve her reconstruction problems, were very gratifying.

Politicians Meet.

Shanghai, Sept. 21.
An unofficial meeting of the Nationalist leaders was held at the residence of Mr. Chang Ching-kiang, the Moderate politician, in Nanking this morning. Those in attendance included Marshal Chiang Kai-shek, Messrs. Wu Han-min, Tai Chi-tao, Tan Yen-kai and Li Shih-tseng. Problems pertaining to the reconstruction of the Nanking Central Government were freely discussed. Marshal Li Chai-sum, who was on an excursion to Tongshan, near Nanking, was a notable absentee.

General Chan Ming-shu of Canton is to give a dinner party to-morrow in honour of Mr. Wu Han-min and other leaders. General Chan is leaving in two or three days for Shanghai, awaiting a steamer to return to Canton.

Official Resigns.

Shanghai, Sept. 21.
Mr. Yu Yueh-jen, a well-known Nanking C. E. Commissioner, and one of the Chairmen in the recent Fifth Kuomintang Plenary Conference, has tendered his resignation, according to a brief telegram received here.

Chinese political circles state that the Portuguese Minister to China is expected in Nanking on Monday to commence a series of conferences with the Nationalist Foreign Ministry regarding Treaty revision.

MUTINY ON BRITISH STEAMER.

FOURTH ENGINEER BADLY HURT IN FRACAS.

A LASCAR OUTBREAK.

Paris, Sept. 21.

A startling story comes to hand from Dunkirk, reporting a mutinous outbreak on a British steamer bound for the Far East.

The vessel concerned is the City liner, the s.s. City of Chester. She was bound from the Tyne to Far Eastern ports, and had called at Dunkirk.

When the vessel was leaving, a score of lascars, for reasons which up to the present it has been impossible to ascertain, mutinied and attacked the officers.

The fourth engineer was severely injured in the fracas, but eventually the mutineers were overpowered. The City of Chester put back into Dunkirk, and the mutineers were handed over to the authorities, the master replacing them with men from Dunkirk and proceeding on the voyage.

No further details are yet to hand. The City of Chester is a vessel belonging to the Ellerman, Bucknall Line, for which the Bank Line are the local agents. This particular steamer is not a regular caller at Hongkong.

PROFESSIONAL GOLF TOURNAMENT.

CHARLES WHITCOMBE WINS BIG PRIZE.

London, Sept. 21.
What is virtually the British professional match-play championship was concluded at Stoke Poges to-day, when Charles Whitcombe, the famous Craws Hill player, defeated the foremost of the younger professionals, Henry Cotton (Langley Park) by 4 and 2 in the final of the £1,040.

"AT HOME" POSTPONED.

Owing to the inclement weather, the "At Home" which was to have been held at the Chinese Recreation Club this afternoon has been postponed.

Professional Tournament at Stoke Poges.

The final was over thirty-six holes.

Famous players including "Abe" Mitchell, George Duncan, Ted Ray and Arthur Havers, were all defeated in earlier rounds.—Reuter.

DEATH OF DR. ALICE D. HICKLING.

A HEAVY LOSS TO THE COLONY.

It is with deep regret that we have to chronicle the death of Mrs. (Dr.) Alice D. Hickling, M.B.E., wife of Mr. C. C. Hickling, which took place suddenly at the Peak Hospital this morning.

The deceased lady, who returned from home leave last year, had been suffering for some time from a serious internal malady, necessitating a serious operation, and although she has passed away rather suddenly, her intimate friends were not altogether unprepared for the fatal termination of her illness. She bore her suffering with exemplary fortitude and it was only her deep sense of duty which enabled her to carry on her multifarious duties even when her illness had assumed a serious aspect.

The late Mrs. Hickling first came to the Colony as Dr. Alice Sibree as a lady doctor to the Alice Memorial and Affiliated Hospitals, where she succeeded in winning the complete confidence of Chinese women patients, many of whom will long retain a loving memory of her services. She also did much work in many other Chinese hospitals, including the Tung Wah, the Kwong Wah, the Chinese public dispensaries and the Tsan Yik Hospital. In this work she served with great energy and displayed marked qualities in overcoming the many difficulties which she encountered in the performance of her duties.

BILLS OF LADING LEGISLATION.

HONGKONG LAW TO BE AMENDED.

INTERNATIONAL UNIFORMITY IS SOUGHT.

TWO MAIN OBJECTS.

The *Gazette* contains the draft of an Ordinance to amend the law with respect to the carriage of goods by sea.

The object of this Bill is to give effect, as regards outward bills of lading from Hongkong, to the proposals of the draft Convention on bills of lading agreed to at the meetings of the International Maritime Conference held at Brussels in October, 1922.

So far as the British Empire is concerned, the Imperial Economic Conference, in November, 1923, recommended that the various governments of the Empire should adopt the rules embodied in the Convention. The necessary legislation has now been passed in the United Kingdom, Australia, and most of the Colonies and Protectorates. The present Bill is practically a copy of the English Act.

The object of this body of legislation and proposed legislation is twofold. In the first place it aims at securing Empire-wide and international uniformity in the law relating to bills of lading. In the second place it is intended to restrict the right of shipowners to contract themselves out of their common law liability in respect of carriers' risks.

The principles of this legislation, and more recently the actual rules, have been subjected to exhaustive examination by the various interests concerned.

Local Variations.

The Bill differs from the English Act in the following particulars: Section 5 gives a general right of contracting out of the Rules in respect of the carriage of goods by sea from Hong Kong to any place in Kwong Tung or Kwong Sai or to Macao. In the English Act the right is given in respect of the carriage of goods by sea from any port in Great Britain or Northern Ireland to any other port in Great Britain or Northern Ireland or to a port in the Irish Free State.

Junk traffic is excluded by definition (d) in Article 1 of the Rules. In this trade it is not the practice to issue bills of lading, and, further, the incidents of the trade preclude and make undesirable any attempt to secure uniformity of the conditions of the trade carried on by ocean-going steamships.

Article X of the Rules, which does not appear in the English Act, gives the debtor the right to discharge his debt in Hongkong currency at the rate of exchange prevailing on the day of arrival of the ship at the port of discharge of the goods concerned. This is in order to avoid troublesome dispute about exchange. The right to insert such a rule is reserved in the draft Convention.

formance of her duties.

Mrs. Hickling was one of the original members of the Board of Education, to the work on which she brought the same qualities of judgment, tact and firmness displayed in her medical duties. It was only at the last meeting of the Board, held on the 12th instant that her letter of resignation was received, and on this occasion glowing tributes were paid to her services by the Director of Education, Dr. S. W. Tso and Mr. B. Wylie.

During the war, the late Mrs. Hickling served as acting Secretary to the Sanitary Board, owing to the shortage of staff, and in 1919 she had conferred upon her the M.B.E. decoration. She was a valued member of the Midwives' Board, and also Hon. Serving Sister of the Order of the Hospital of St. John of Jerusalem. Mrs. Hickling was also a prominent member of the Union Church, of which her father-in-law was for several years the pastor.

The utmost sympathy will be extended to the bereaved husband in the loss of a devoted and most worthy helpmeet, and the whole Colony will feel that it has lost one of its most able and conscientious public workers.

The funeral takes place this evening, passing the Monument at 5.30 p.m.

Bulls and Inners

□ □ From the Office Butts. □ □

The Budget provides "hard" "Enquirer"—Lord Nelson may lying" allowances for crews of the have had a set-back in 1759, when import and Export Department he was a year old, but most his launches. There appears to be torians are agreed that the Battle hope yet for golfers and some of of Trafalgar occurred some time after that date.

A contemporary refers to the The Marine Magistrate is still capture of an entire "hoard" of having trouble with these vulga elephants. Probably they were boatmen.

Spain's Dictator wasn't shot. The well-known proverb notwithstanding, the overfed worm who arrives late at the theatre usually gets the bird.

"Reader"—You may wear a bathing suit over your waistcoat but on no account must your braces be shown.

When Hongkong gets its seaplane club it will mean buzziness as usual.

"Still in Barcelona," says a heading concerning General Primo de Rivera. Evidently not a secret still.

After a series of round delays, the Tatoo promises to be very musical.

Some of these night motorists ought to be charged with driving while infatuated.

Perhaps the chauffeur who refused to take a fare to Kowloon Tong thought he ought to go on shanks-mare.

Some of these folk who have an open mind regarding cabarets in Hongkong should close it for repairs.

Talking of times, obsession is nine points of a bore.

Cracks have been discovered in the south wall of the Legislative Council Room. One theory is the schoolmaster leads a sedentary debates have been a bit too heavy life.

Matters of Detail.—The Budgeteers.

In some parts of Australia cab-bages cost 3s. 6d. each. Smoke Empire cigars.

From a contemporary:—"Let the Government consent to the opening of a two, three or four-in-the-morning cabaret . . . then we will have our seaplane club."

We can only suppose that after several hours of spinning for drinks, members would liable to go up in the air at the least provocation!

Nevertheless, we believe that harbour tunnels, stadiums, city halls, a Magazine Gap tramway, and other odds and ends, have all been "in the air" at one time or another.

"Babies should not be given canned food," says an expert. Unless, of course, it is a baby two-seater.

To-day's stray bat from the belfry:—"How does one subscribe to a powder magazine?"

According to a picture in a contemporary, King George is supposed to have "unveiled" a tablet describing the defeat of Lord Nelson at Trafalgar in 1759. "If the Hon. Sec. of the Navy League hears this on his way back to the Colony, he will probably turn in his bunk."

A correspondent asks:—"Why shouldn't each Colony have playing fields, not only on the ground but in the air?" We believe the explanation is that one cannot fall off the ground.

"That is the spirit we want to see more of to-day," gurgles a contemporary,—"a spirit broad-minded and breathing vision. Such a spirit will give us the Harbour Tunnel." More like to give us the hiccup!

Some of our armed robbers seem to take life philosophically.



Over \$38,000 is to be spent on the Observatory next year. Let's hope they'll give us more for our money.

If a legless man joins our seaplane club at least he'll have no kick coming.

The one good thing about early football practice is that it provides a simple explanation for a black eye.

Are you a Liberal? If so you must make her every night to the Tatoo.

To-day's best howler:—"A schoolmaster leads a sedentary debates have been a bit too heavy life."

"Porey"—You ask how some women manage to look as young at 50 as they did at 20. The answer is in the preservative.

To Mr. J. P. Braga:—"It is suggested that the reason why bathers plug their ears with cotton-wool is to subdue the sound of some of these loud costumes."

Civilisation in Hongkong is advancing. Shaving cream, cigarettes and tyres may now be bought at Un-Long.

Shanghai is said to be in the hands of burglars, bankers and brokers. That's nothing. Lots of Hongkong taipans are in the hands of stenographers.

What to do with your old razor blades—ship 'em to Vladivostok.

A headline we may yet live to read:—"Radio Voices Lares Wife Away From Home: Husband Sues Government for Damages."

A gripping heading:—"Aberdeen Man Spends Quiet Evening."

"Lord Banbury Stouted Down" declared a headline in a contemporary. No wonder the poor man was in a ferment.

A pure albino snipe was shot just over the New Territories border, near the village of Wang-pouling, yesterday afternoon," said the *China Mail* of Monday. Lucky for him it wasn't just over the heart.

We presume there will be a white line on that new motor road to Mountain Lodge.

The Geneva discussions reveal a distressing lack of disarmament.

With all this talk of a Flying Club "in the air," we must certainly have a little "Flit" when the "Moths" arrive.

Says a local newspaper heading:—"Children's Frocks: Smoking Greatly in Favour." Flaming youth, of course!



Taken on the occasion of the wedding, at St. Joseph's Church, last Saturday, of Mr. T. Murphy, Assistant Director of Criminal Intelligence, and Miss May Colbert. (Photos: Mee Cheung and Ming Yuen).



Miss Muir Newson and the Hon. the Master of Napier, an officer in the 2nd. Batin. K.O.S.B., who are to be married on Friday next.



Left to right:—Bandmaster A.J.M. Rodrigues, of the H.K. Defence Corps, and his son, 2nd. Lieut. J.S. Rodrigues, the first Portuguese commissioned officer of the Corps; Mr. M. Ramzan, well-known local swimmer; Mr. P. W. Ephgrave, President of the Shanghai Lawn Bowls Association; and Mr. A. A. Malcolm, Shanghai interport bowls skip.



Above, a happy group of participants in the Talkoo Club swimming gala last week-end; right, Lee/Cpl. A. Vincent, K.O.S.B., a pupil of Mr. A. J. Mauricio, in a muscular pose. (Photos: Mee Cheung).



Are you a plus 4 man?

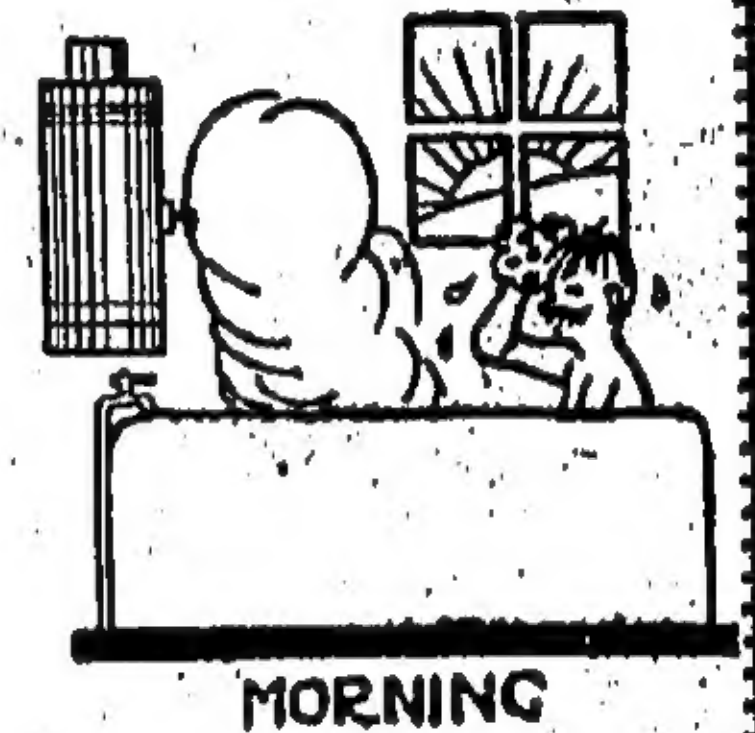
Plus fours for the feet are K Shoes with 3 fitting heels and 4 fitting fore part—plenty of room for the toes and a neat close fit at the ankles—for town wear as well as for golf.

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295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411

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FOR SALE.—Standard, 2 seater. Good running order. Write Box No. 420, care of "Hongkong Telegraph."

FOR SALE.—Accessories for motor cars and cycles at exceptionally low prices. Storage Battery a specialty. Material and workmanship fully guaranteed. Inspection cordially invited. The Hongkong Motor Accessory Co., 1st floor, Bank of Canton Building. Tel. C.577.

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TO LET.—Office rooms at No. 22, Queen's Road, Central. Apply to Kaynamally and Co.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C. 5009.

MACAO RACES.

DRAFT Programmes and Entry Forms for the Tenth EXTRA RACE MEETING to be held on

SUNDAY, 14th October, 1928. (Weather Permitting) may be obtained from the I.R.R.C. Macao, Causeway Bay Stables and Rotor Advertising Co. Entries CLOSE at Macao 2.30 p.m. WEDNESDAY, 3rd October, 1928.

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New Advertisements.

NOTICE.

THE REEL CLUB.

Members of the Reel Club are reminded that the first practice of this season commences Wednesday, 26th December, at the Helena May Institute, from 5.30 p.m. to 7.30 p.m.

(Sd.) R. O. SUTHERLAND,
Hon. Secretary.

MACAO CHARITY AND COMMERCIAL FAIR.

NOTICE.

The General Committee of the Macao Charity and Commercial Fair announce that the opening date of the Fair has been officially fixed for 3rd November, 1928, at 9 p.m. weather permitting, and the closing date on the 22nd December, 1928.

JOAQUIM A. DOS SANTOS,
Chairman.

KOWLOON FOOTBALL CLUB.

The annual meeting of members of the Kowloon Football Club, will be held at the Club House, Chatham Road, on MONDAY, September 24th, at 6 p.m.

A. W. EASTMAN,
Hon. Secretary.

Hongkong, Sept. 12th, 1928.

NOTICE.

Dr. ASGER, DENTAL SURGEON, has removed his office to Knyamally Building, 20-22 Queen's Road Central.

HONGKONG ST. ANDREW'S SOCIETY.

The Annual General Meeting of Members of the above Society will be held in the City Hall on Thursday, 27th September, 1928, at 5.45 p.m. for the purposes of:—

- (1) Receiving the Annual Report and Statement of Accounts for the year ended 31st August, 1928.
- (2) Electing Office-bearers for the ensuing year.
- (3) Considering and, if thought fit, passing amendments to Constitution and Rules as already advised.

A. RITCHIE,

E. M. RYDEN,
Joint Hon. Secretaries.

THE CANTON INSURANCE OFFICE LIMITED.

NOTICE.

NOTICE is hereby given that the following Scrip Certificates:—Dated 9th June, 1882, for 80 shares numbered 7155/7234 in the name of Messrs. George King & Co., of Sydney, and No. 2507 for 10 shares numbered 7015/7024 in the names of Mrs. Lucy Eliza King and Messrs. George Chaffield King, Frank Edwin Dixon and Charles Stuart King, Executors of the Will of Robert John King (Deceased), of Sydney, have been lost, and should the same not be produced before the 2nd October, 1928, new Certificates will be issued to the said Messrs. George King & Co., and Mrs. Lucy Eliza King and Messrs. George Chaffield King, Frank Edwin Dixon and Charles Stuart King, Executors of the Will of Robert John King (Deceased), and no transaction taking place under the old Scrip Certificates will be recognised by the Office.

JARDINE, MATHESON
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General Agents,
Hongkong, 18th Sept., 1928.

THE INTERNATIONAL RACE AND RECREATION CLUB OF MACAO, LTD.

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MACAO CHAMPION SWEEPSTAKES

are requested to communicate with the International Race and Recreation Club of Macao, Ltd., MACAO.

Carlos de Meló Leitao,
Chairman.

Board of Directors.
Macao, 20th Sept., 1928.

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MRS. S. UZUNOYE

Expert Masseuse
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G. R.

NOTICE.

The Hongkong Government invites tenders for the purchase of a Priestman Grab Dredger. For further particulars apply to the Director of Public Works.

NOTICE.

At the request of Mr. Mathieu, Public Notary at Saigon, the undersigned, Acting-Chancellor of the French Consulate in Hongkong, informs those whom it may concern that the sale of s.s. "Hwah Chong" has been agreed upon between the owners, the South China Steamship Company of Shanghai, and the buyers, the Firm of Yee Cheong & Co., of Saigon.

Should any person have any claim or lien of such a nature as to prevent or obstruct the sale or postpone the payment of the purchase money, they are requested to make or produce the same within fourteen days from the date of this notice, at the office of the French Consulate in Hongkong, Alexandra Building, Top Floor, Room No. 23.

After the above mentioned period of fourteen days the sale will be completed and no claims or liens against the s.s. "Hwah Chong" will be effective or entertained thereafter.

Hongkong, 15th September, 1928.

Le. Chancelier-Substitut
du Consulat de France,
T. X. DUC.

CHURCH NOTICES.

To-morrow the Sixteenth
Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, September 21, 1928, XVI Sunday after Trinity, Holy Communion 8 a.m. Children's Service 10.15 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Dean. Evensong 6 p.m. Preacher: The Rev. H. V. Koop.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Reality" The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall.—No. 7, Duddell Street, first floor, Sunday night, September 23rd at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw, "The Two Greatest Suppers in History" which one will you attend?

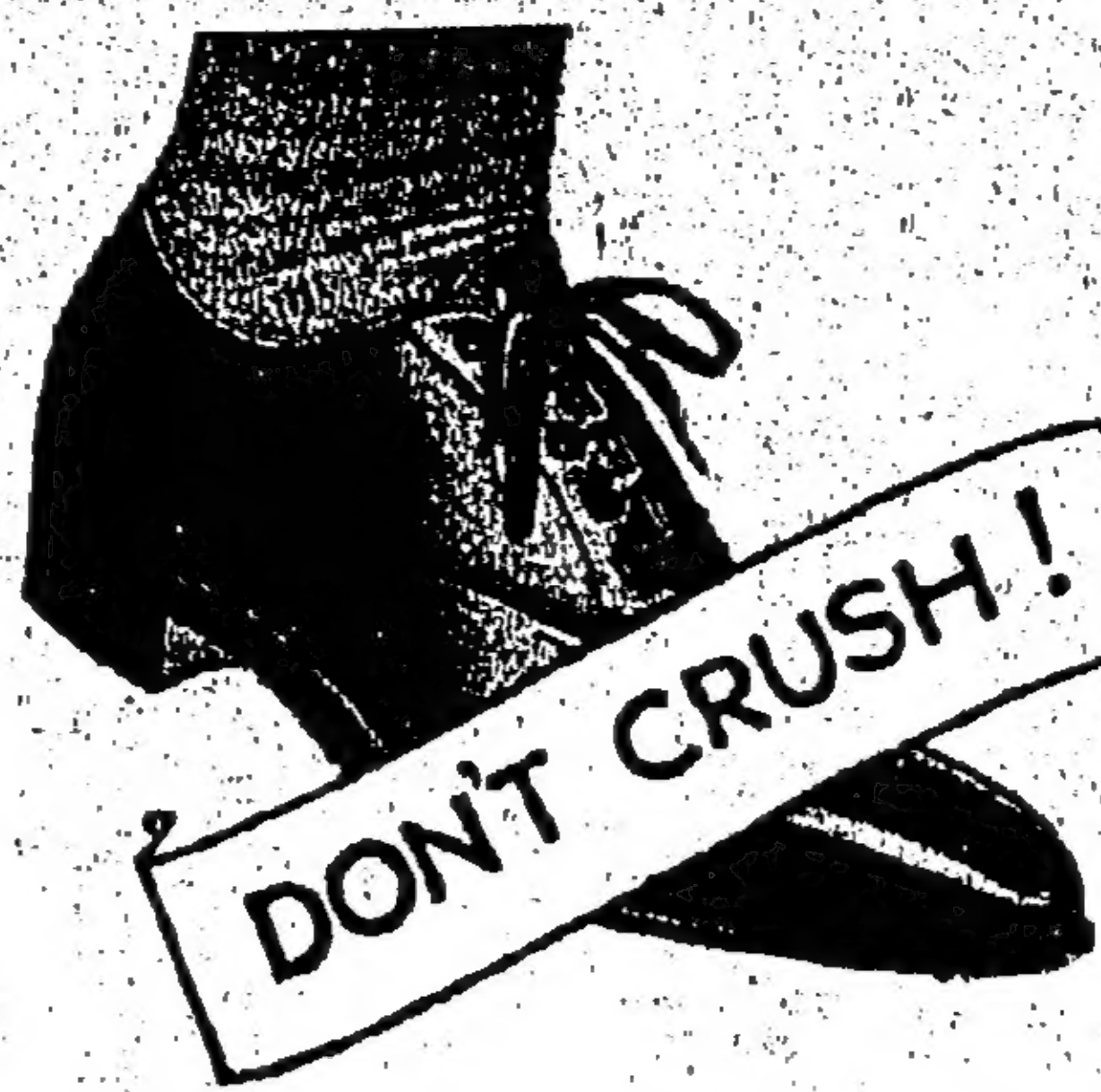
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in medium, wide and extra wide toes.

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"PETER PAN"

The ever delightful story of the boy who wouldn't grow up!

WITH
BETTY BRONSON
Ernest Torrence, Cyril Chadwick
Esther Ralston and Mary Brian.

COMING TO THE
WORLD TO-MORROW
TO TUESDAY

Theatre Royal

Monday 24th, September
at 9.15 p.m.

FAREWELL VIOLIN RECITAL

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CECILIA HANSEN

"THE MOST POPULAR ARTIST EVER TO TOUR THE ORIENT"

POPULAR PROGRAMME
AT THE PIANO

BORIS ZAKHAROFF
Prices \$4, \$3 and \$2.

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MURDER OF A POLICEMAN.

GUTTERIDGE CRIME PARALLEL.

Berlin, Aug. 29. A policeman who had been murdered and robbed has been found by the wayside, near the village of Craussen, near Königsberg, in circumstances which are strongly reminiscent of the Gutteridge case. In a ditch behind a tree were discovered a bicycle, a policeman's helmet, and a notebook and pencil.

The notebook contained the entry, "Have been shot down by the murderer." The last letters were written by a shaky hand.

About six feet away lay the policeman, stretched out on the ground at full length, with a shot through the chest. All the circumstances point to his having been shot by his assailant before he had time to use his own firearm, which with about £12, which he had just brought away from the police station.

The discovery of the policeman's watch beside the corpse suggests that the murderer had intended taking this, too, but had thrown it away as worthless.

Terrorised District. There is one substantial difference between the present case and the Gutteridge murder, for the clues promise to be of a much less complicated kind.

The shot wound appears to have been caused by a revolver of the same calibre as that with which a railway official was shot on Sunday at Tapiau, not far away.

There can be no doubt that this crime was committed by the same bandit whose robberies and shootings in the district last week culminated in the murder at Tapiau.

The population of the neighbourhood is thoroughly alarmed, and large rewards have been offered by both the railway company and the local governor. It is thought that the criminal has sought refuge in Königsberg.

POST OFFICE NOTICE

RADIO NOTICES.

Radio Telegraph Services are now in operation as follows: Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Provinces of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwong Chow Wan, Fort Bayard, Tehokam, Holhow, Amoy, Fouchow and Wuchow etc. Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.

Telegraphic Address—Person and firms having correspondents in the places named above should in order to avoid delay to telegrams sent by radio register their telegraphic address immediately on or before 20th April, 1928. The inclusive charge will be £1.00 per word, no charge will be collected from the addressee.

Common rate of telegraphic rate between Hong Kong and Canton 25 cents (Hongkong currency) per word. No charges will be payable by addressees at either end.

The public are particularly warned against the practice of sending coin through the post in letters. The practice besides involving risk of loss is directly in contravention of the Post Office Ordinance and the P.M.G. may be compelled to take proceedings under that Ordinance.

The Money Order Office has been removed to the Public Hall on the ground floor of the G.P.O.

The Hong Kong Postal Guide for 1928 is now on sale at the General Post Office and Kowloon Post Office at the price of 50 cents a copy. The afternoon mail service to Macao has been resumed.

INWARD MAILS.

From	Per	Due
Shanghai and Europe via Siberia	Glenamoy	September 22.
Europe via Negapatam, letters only	Yone Maru	September 22.
London, 23rd August		
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia	Pres. Van Buren	September 22.
Shanghai and Swatow	Sinking	September 22.
Shanghai and Swatow	Hupei	September 23.
Europe via Negapatam, papers only		
London 23rd August	Kutsang	September 24.
Canada, U.S.A., Japan and Shanghai	Empress of Canada	September 24.
U.S.A., Honolulu, Japan and Shanghai	Pres. Lincoln	September 24.
Manila	Pres. Grant	September 24.
Salmon	Sphinx	September 25.
Japan and Shanghai	Athos II	September 25.
Amoy and Swatow	Van Heuts	September 26.
Japan and Shanghai	St. Albans	September 26.
Japan and Shanghai	Kashgar	September 28.

OUTWARD MAILS.

For	Per	Date and Time.
Hainan	Tonkin	Sat., Sept. 22, 12.30 p.m.
Amoy	Kwangtung	Sat., Sept. 22, 1.30 p.m.
Straits, Ceylon, India, E. and S. Africa	Venezia-L.	Sat., Sept. 22, 2.30 p.m.
Hollo	Margaret Dollar	Sat., Sept. 22, 3 p.m.
Sam Shui and Wuchow	Chong On	Sat., Sept. 22, 4 p.m.
Manila	Pres. Van Buren	Sat., Sept. 22, 6 p.m.
Shanghai and Europe via Siberia	Shantung	Sat., Sept. 22, 6 p.m.
Bangkok via Swatow	Kiangsu	Sun., Sept. 23, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Sept. 23, 9 a.m.
Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco	Pres. Grant	Mon., Sept. 24, 3 p.m.
	Parcels	3 p.m.
	Registration	4.15 p.m.
	Letters	5 p.m.
	(Due San Francisco 17th October)	

Straits and Calcutta Gambia, Mon., Sept. 24, 10.30 a.m.
Shanghai Pres. Grant letters only 6 p.m.

Shanghai, Japan and Europe via Siberia Sphinx Tues., Sept. 25, 12.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marsa Pas. Athos II Tues., Sept. 25, 12.30 p.m.

Swatow, Amoy and Fouchow Hainan Tues., Sept. 25, 2 p.m.
Wai Hoi Tues., Sept. 25, 2 p.m.
Manila Emp. of Canada Tues., Sept. 25, 3.30 p.m.

Amoy Sinking Tues., Sept. 25, 4.30 p.m.
Manila Pres. Lincoln Tues., Sept. 25, 4.30 p.m.
Swatow Chakrang Wed., Sept. 26, 10.30 a.m.

Amoy and Japan Kutsang Wed., Sept. 26, 10.30 a.m.
Manila and Java via Sourabaya Tjitaroom Wed., Sept. 26, 2.30 p.m.
Shanghai Hupei Wed., Sept. 26, 4.30 p.m.

Fort Bayard, Holhow, Pakhol and Hainan Tean Thurs., Sept. 27, 8.30 a.m.
Hainan Van Heuts Thurs., Sept. 27, 10.30 a.m.
Straits Hainan Thurs., Sept. 27, 1.30 p.m.

Manila, Sandakan, Australia and New Zealand via Thursday Island St. Albans Fri., Sept. 28, 1.30 p.m.

Swatow, Amoy and Fouchow Hainan Fri., Sept. 28, 2 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marselles Kashgar Sat., Sept. 29, 1.30 p.m.

Japan Bokuyo Maru Sat., Sept. 29, 10.30 a.m.

*Correspondence bearing vessel's name only.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$132 1/2 b.
Chartered Bank, \$22 b.
Mercantile A. & B., \$36 n.
P. and O. \$9 1/2 n.
East Asia, \$77 n.

Insurance.
Canton Ins., \$590 b.
Union Ins., \$373 b.
North China Ins., Tls. 150 b.
Yangtze Ins., \$50 n.
China Underwriters, \$2.55 b.
China Fires, \$275 b.
H. K. Fire Ins., \$800 s.

Shipping.
Douglas, \$33 1/2 n.
H. K. Steamboats, \$27 1/2 b.
H. K. Tugs, \$2 n.
Indo-Chinas, (Def.) \$72 1/2 b.
Shell Trans., 107/6 n.
Union Waterboats, \$21 1/2 b.

Mining.
Benguet, \$2.15 b.
Kailans, 65/- n.
Langkats, Tls. 10 1/2 s.
Shai Exploration, Tls. 2.45 n.
Rauba, \$4.75 s.
Tronoh, 17/6 n.

Docks, etc.
Kowloon Wharves, \$136 1/2 b.
Whampoa Docks, \$37 n.
China Providents, \$5.65 b.
Hongkows, Tls. 156 n.
New Engineering, Tls. 5 n.
Shanghai Docks, Tls. 105 b.

Cottons.

Ewo Cottons, Tls. 10.40 b.
Oriental, Tls. 2.45 s.
Shai Cottons, Tls. 5 1/2 (old) b.

Lands, Hotels, etc.
H. and S. Hotels, \$3.65 b.
H. K. Lands, \$56 1/2 b.
Shai Lands Tls. 138 b.
Humphreys, \$15.10 b.
Realities, \$8.35 b.

Public Utilities.
Tramways, \$24 b.
Peak Trams, (old) \$13 b.
Star Ferries, \$67 1/2 b.
China Lights, (Old) \$12.40 b.
H. K. Electric, \$52.75 n.
Macao Electric, \$26 1/2 b.
Telephones, \$8.70 b.
China Buses, Tls. 11 b.
Singapore Tractors, 12/- b.

Industrials.
China Sugars, \$1 n.
Malabons, \$17 n.
Canton Ices, \$3.50 s.
Cements (Comb.) \$9.90 b.
Ropes (Old) \$7 b.
United Asbestos \$5 n.

Stores &c.
Dairy Farms, \$22.80 b.
Watsons, \$14 1/2 n.
Der A. Wing, 50 n.
Lane Crawford, \$2 1/2 n.
Mackintosh, \$20 n.
Sincera, \$9.50 b.

Miscellaneous.
Wm. Powells, \$4 b.
Amusements, \$28 1/2 n.
Constructions, \$1.35 b.
Bique Ind. G. Bonds, 6 1/2 H. K. Loan, 6 1/2.



GRAND SUMMER SALE

"GAGE" HATS

25% Reduction on entire stock.

"ANTOINETTE"
2, Queen's Road Central
(above Hongkong Electric Co.'s Showroom.)

LOVE LETTERS OF TRAGIC COUPLE.

INDIAN DOCTOR AND WELSH WOMAN.

Passionate letters which had passed between an Indian doctor and a young Welsh woman were read at the resumed inquest on the couple at St. Pancras.

They are written by Manthia Nath Sanyal, 30, and Gwenyth, 23, of Clycwm, near Merthyr Tydfid, Glamorgan, who were married in a Government boarding house on July 6. At the earlier inquiry on August 8 it was stated that death was due in both cases to morphia poisoning. When found, the couple were embracing each other.

Endearing Terms.

After evidence as to the identification of the handwriting, extracts of the letters addressed by the man and woman to each other were produced. They all began in endearing terms.

An early as May, Sanyal was writing to Miss Lewis about suicide, and Mr. D. Hopkin (for the woman's relatives) quoted this passage to show that she was trying to stop him:

"Monty, dear—I beg of you—do not do it! I will fight for you as long as I am able and until I am absolutely certain that you intend to ignore my tears and prayers and give in. I would rather give you up altogether—and you know what an awful struggle that would be—than have you commit suicide."

In the same letter there was this passage:

"I do not really care what happens to me, and with this cruel pain on top of my mental suffering I am nearly demented. I wish I could make you see my point of view."

"Coward and Fool."

Answering Mr. Hopkin, the inquest said there were passages in Miss Lewis's letters in which she asked Sanyal to take her with him, but he agreed that they were written when she was convalescing after illness.

Mr. Frampton (for the man's relatives) read the following extracts from one of Sanyal's letters:

"Dearest—You call me a coward and a fool to still brood, but do you do me justice? I am penniless and without any prospect of employment. How can I live without money? Apart from the work I have learned, what else can I do. Forgive me, dearest."

"Dearest, when I mentioned about my taking my life in case I do not find anything, and you said, and also wrote and made me

LAST YEAR'S RAILWAY CASUALTIES.

NUMBER OF PASSENGERS KILLED ABOVE THE AVERAGE.

The year 1927 was a bad one in regard to the number of passengers killed or injured in train accidents in England. If the total number of deaths, including those of railway servants and non-passengers, is taken, however, the figure is considerably below the average for the ten years, 1918-25.

In accidents to trains 27 passengers were killed and 518 were injured. The averages for the years 1916-25 were 8 killed and 456 injured.

A larger number—79—were killed, however, and 3,194 injured, in what are known to the Ministry of Transport as movement accidents, i.e., cases where there was no accident to the train itself. Here the number killed was 12 fewer than the average for the decade 1916-25, although the number of injured was about 80 per cent. above the average.

The total of passengers, servants, and other persons (not including 226 suicides) killed on the railways in Great Britain during 1927 was 435, while 25,403 persons were injured. The average number of persons killed yearly between 1916-25 was 518, and the average number of persons injured 22,526.

Excluding the 476 million journeys estimated to have been taken by season-ticket holders, nearly 1,200 million journeys were made by passengers, and 413 million miles were run by passenger and freight trains. The number of passenger journeys, though more than in 1926—the year of the general strike—was less than in recent years, although the mileage was greater.

promise to take you with me also—you know how reluctant I was, and even when I did promise to please you I know I could only do it in case you absolutely made me do it—I never had any idea of inducing you to it."

Mr. Frampton then read a letter from Miss Lewis to Sanyal, in which she wrote:

"I don't wish to live without you, so have no scruples about that. I am so afraid you will not have the courage to do things to me when it comes to the point, and the agony of mind I go through on that account is worse than a dozen deaths."

"Leave me here alone on my own and you will leave me to a worse agony than taking me with you. Verdict: suicide whilst of unsound mind in both cases."



EVERY DAY NEXT WEEK

MONDAY, SEPT. 24TH. TO SATURDAY, SEPT. 29TH.

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Dainty, Fadeless Curtain Net, wash and wear guaranteed. Colours, Gold, Rose, Blue, Ivory, Green, Orange.

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\$1.00 BOX.

Very attractively Woven Cotton Handkerchiefs, sound value and a useful buy.

Monster Writing Pads.

\$1.00 FOR 2.

Containing 225 sheets of excellent Parchment Paper.

Wide End Silk Ties.

\$1.00 EACH.

A beautiful assortment of exclusive designs in Men's Neckwear. No better value offered.

Gorgeous Cretonnes.

\$1.00 YARD.

A very large assortment of beautiful colourings for Loose Covers, Curtains, etc.

Ladies' H. S. Handkerchiefs.

\$1.00 DOZEN

A very useful every day Handkerchief for the Ladies, Hemstitched, made from fine Cotton Strands.

Marvel Writing Pads.

\$1.00 FOR 6.

Containing 10 sheets of Smooth Bank Paper Ruled Faint.

Men's Fancy Socks.

\$1.00 PAIR.

In a wide range of Stripes and Fancy Designs in Lustrous Artificial Silk.

Embroidered Duchess Sets.

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Fancy Coloured Embroid: Duchess Sets, very useful for every day use in the home.

Laies' Ribbed Cotton Vests.

\$1.00 EACH.

A strong Cool, comfy, absorbent Vest, inexpensive, but good quality and sound value.

Junots Bath Tablets.

\$1.00 FOR 3.

A large size Bath Tablet in a fine assortment of perfumes, Verbena, Lavender, Cologne, etc.

Men's "India Gauze" Vests.

\$1.00 EACH.

These comfy Hardwearing Vests in two Styles, Button with Short Sleeves, or Plain Fronts and Sleeveless.

Vacuum Flasks.

\$1.00 EACH.

Flasks 1 pint size guaranteed to retain Water Hot or Cold. Very useful for Picnics.

Enameled Coat Hangers.

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A very useful Article for the home or travelling, Colours, Blue, Mauve, Brown, Pink, etc., etc.

Goodwins Toilet Soap.

\$1.00 FOR 2 BOXES.

A delightfully perfumed Toilet Soap by good makers, assorted perfumes.

Men's "Leader" Cashmere Socks.

\$1.00 PAIR.

A Pure Wool, Hardwearing Cashmere Sock, in Shades, Black, Beach, Grey.

English Teapots.

\$1.00 EACH.

Teapots with Dainty Coloured Borders, best English Enamelware.

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English made, nicely finished, in Leatherette Case, a very useful Case for home use for the Children.

Bronnleys Bath Salts.

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A highly perfumed Bath Salt, refreshing, guaranteed absolutely Pure.

Men's Hair Brushes.

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Satin Wood Back Military Hair Brush, Good Hard Bristles, English made. Also a similar Brush for Ladies.

Key Tainers.

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Good English Leather Key Tainers, (7 Hooks only), a very useful Article.

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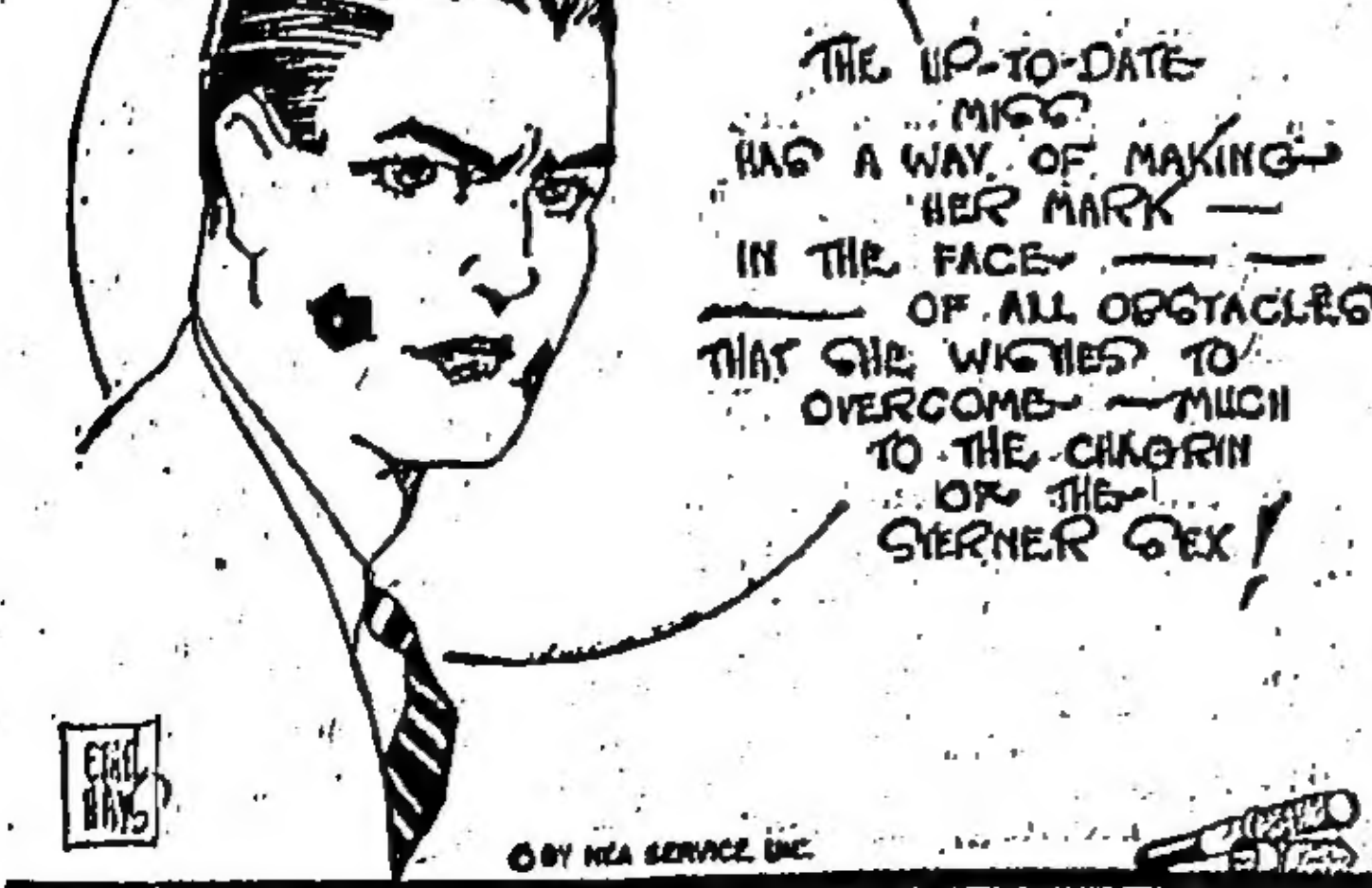
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CAB-DRIVER WHO SANK SUBMARINE.

STRANGE STORY OF LOST L55.

Paris, Aug. 24.
A man who claims to have sunk the British submarine L55 near the Fortress of Kronstadt, in the Gulf of Finland, in 1919, is now a taxicab driver in Paris.

He presented himself at the office of a Paris evening paper and told a remarkable story.

"I am," he said, giving only his initials, "Mons. N.N., at present a taxicab chauffeur here, but formerly commander of the Krasnaya Gorka (Red Hill Fort), at Kronstadt."

"It was I who bombarded and sank the British submarine L55 on May 29, 1919, in Kaporosky Gulf."

"As the published account of that event is not wholly accurate, it has occurred to me to give you the exact details."

Call of Conscience.
"The sinking of the L55 occurred," the man went on, "in exceptional circumstances. I was in command of the fortress, and was preparing a counter-revolutionary, or anti-Bolshevik, movement. It is, therefore, not without deep regret that I recall to-day the death of sailors who were once our allies."

"But I had to obey the call of a higher conscience. Every evening villages on the coast were being bombarded, and I received not merely complaints, but orders. What could I do?"

"If I had not acted I should have been dismissed and my object would have been doomed to failure. I should have alienated the support, on which I depended, of the population of the villages."

Pillars of Spray.
"At first I obeyed superior orders to the extent that from my fort I fired a number of salvos in the hope that the English war vessels would go away. But they came again."

"On May 29 I had to give orders to fire on a submarine, the nationality of which I did not then know."

"The shells of my big long-range guns sent up great pillars of spray—I can see them now—at the spot where the vessel was seen."

"When the firing ceased there was no sign of the submarine. I thought it had plunged, but the news now, published shows that I sank it."

"And your counter-revolutionary movement?" he was asked.

"I had eventually to take refuge in a neighbouring country with 6,000 men. Later I went to Poland, where I enlisted."

"There is so much to tell. I think of it all every evening after I have garaged my taxicab."

And the man who sank L55 took up his gloves and hat and went off to pilot his taxicab about the boulevards of Paris.

TRACKING DOWN MURDERERS.

CLAIRVOYANT AND HER POWERS.

Berlin, Aug. 23.
The "Sybil of Memeland," Frau Gunther-Geffers, who had astounded Germany by her clairvoyant powers in discovering crime, who had been acquitted of fraud amid the congratulations of the spectators in a case brought by the Public Prosecutor, and who only at the end of last month tracked another murder, has now caused Dr. Weiss, the Berlin Vice-Police President, to draw up a report of her activities.

In the "Kriminalistische Monatsschrift" (Criminal Monthly Review) he deals fully with one of her noted "experiments" of second sight in a double murder case. He enumerates her actions and "evidence," and then proceeds to criticise them.

Dr. Weiss, in the case he describes, declares that the first action of the medium was to indicate that the murdered persons were driving along the road in the opposite direction to that which they were proved later to have taken.

Police Dissection.

Secondly, she went up to a bush in her trance and asserted that the murderer had stood behind it. Police evidence, Dr. Weiss declares, proved that this was impossible. It also indicated the correct place, which was behind an elder tree.

The clairvoyant then gave a description of the horse and carriage in which the murdered persons were driving and of the site of the murder. This was mostly correct, but the Police President declares that she could have read all the details in the newspapers and come to her conclusions by a clever piece of deduction.

Furthermore he said, that she had seen a police notice of the murder before going into her trance.

Dr. Weiss's last point is the most important. Frau Gunther-Geffers gave the name of the murderer and details of his past life. These statements the police president declares were carefully examined by the criminal police and found to be entirely wrong.

May Have Read Details.

Moreover, Dr. Weiss maintains that the clairvoyant had most probably read the details about the supposed murder in a paper and described them later in her trance.

From the Police President's report "clairvoyant" evidence, which was becoming popular in Germany, will doubtless be discredited; but it remains to be seen whether similar evidence may be given from such a high source to prove that Frau Gunther's other clairvoyant feats, which were accepted in the law courts as genuine, were accomplished by deduction or other means.

Staff managed by some device to make his escape, enabling him to dash to his Army to report the disaster.

For a time the "brain" of this Army, as it were, had suddenly become paralysed. Consequently the senior officer of the fighting troops (if he were still alive) had to take command of a demoralising situation. It was a situation that rarely happens in peace manoeuvres. Guns, too, had been lost (two batteries), and some armoured cars had "laid out" a platoon of the Royal Scots Fusiliers.

A Perplexing Situation.
Needless to say, the confusion of "battle" was considerable, but officers were found to "carry on," and they made the best of a perplexing situation.

Colonel Brooke had carefully studied the plan of campaign, and he did not waste men and horses on minor enterprises. His column he employed on a wide enveloping movement which had the effect described.

Fording the River Avon at Milton, he crossed Bulford Field, crossed Silk Hill, then turned south to Rabbit Hill, on through Park House and Cholderton to Quarry Hill, near Grotley, and across to Boscombe Down, where the "enemy's" Brigade Headquarters were captured, and guns and infantry in the neighbourhood were at the same time surprised by armoured cars.

The cavalry, in their wide turning movement, had covered some twelve miles in about two hours, and then went straight into a fight of 30 minutes' duration before they captured the "enemy's" headquarters.

Both horses and men, after their forced march over undulating and wooded country, were in no sense fatigued. There was evidence of this in the dash and resolution with which they captured Tower Hill and momentarily demoralised the "enemy" by their surprise action. The Commander of the 9th Infantry Brigade was Lieutenant-Colonel G. Fleming, of the 1st Battalion Welch Regiment.

THE CAVALRY COMES BACK.

BRILLIANT COUP IN A MIMIC BATTLE.

Salisbury Plain, Aug. 24.

The 2nd Cavalry Brigade to-day provided a good lesson in that kind of enterprise in which the mounted arm at times excels namely, the execution of a wide turning and enveloping movement in which mobility and time are the essential factors for its successful execution.

The pursuit by the cavalry to-day was remarkably successful. The mounted men had opposed to them the 9th Infantry Brigade, which embraces the 1st Battalion Royal Scots Fusiliers, 1st Battalion Welch Regiment, and the 1st Battalion Oxfordshire and Buckinghamshire Light Infantry, with some artillery.

There were no mounted men for reconnoitring. This was in itself a great handicap to the commander of this force. There was, however, aerial reconnaissance which was not particularly informing. The cavalry (or opposing force) had some armoured cars and some guns. There were some imaginary troops taking part in the exercise. Had those phantom forces been actively engaged it seems, taking a wide survey of the situation, that the misfortune that attended the infantry would not have happened.

The cavalry were commanded by Lieutenant-Colonel Geoffrey Brooke, of the 16th/5th Lancers, and those familiar with that commander's propensity for initiating a bold and decisive action with a big element of surprise, expected something unusual to happen, and were not disappointed.

"Hostilities" opened at nine o'clock. The Brigade Commander's headquarters were then near Larkhill. Fifteen minutes later his Dragoon Guards, Hussars, and Lancers had begun an exploit which ended so disastrously for the infantry force, culminating in the "sundering" of their Brigade Headquarters. Fortunately, one of the Brigade

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ITALIAN DRESS PAGEANT.

OLD TIMES BROUGHT BACK FOR A DAY.

Venice, Aug. 23.
Thanks to a happy initiative on the part of the Government, word went out all over the country some time ago that an exhibition of the ancient costumes once worn in every town and village, should be held in Venice, and that there should be a revival of the old songs and dances.

This news led to much searching in old chests and boxes, and the grandparents of the present generation were called in to tell what they knew of almost forgotten costumes.

These efforts have brought to Venice a throng of persons, some of them from far away Sardinia and Sicily, from the islands of Istria, and Lagosta, and from all the little mountain and sea coast towns of the Veneto and the Alto Adige. The groups are mostly made up of young people, but among them are a few older folk who have enjoyed the opportunity of wearing once more the dress which was customary in their young days.

Variegated Procession.

The Piazza of San Marco was the scene of the first evening representation, and the Public Gardens the second, yesterday afternoon. The procession passed round the Piazza, afterwards filing through the Piazzetta. The procession was interspersed with bands, that from the little Republic of San Marino being one of the best.

Wonderful interesting representations were given of many of the cities, with their standards and their "valletti," the men who keep up the tradition of the ancient times, wearing the old costume of the officers of the Commune.

Here was Florence, brave in her white and scarlet, and long-folded head coverings, and men with silver trumpets which they sounded as they walked.

Assisi too, her men in blue and red, had trumpets, and during the trip to the Gardens by boat, their notes floated over the water.

Rome was stately; Genoa full of dignity. Modena and Ferrara wore white perruques, and carried heavy maces dating back to the period of Ducal sovereignty; and ever loyal Trieste was most impressive.

Sardinia's contribution included the representation of a wedding party which rode on horseback.

There were dogs in the show, sheep and the shepherd, and a car laden with fruit and drawn by oxen.

A little girl, aged five, from Macerata, gave an astonishing performance in an old folk dance, with a young man more than twice her height. The girls and young men in their brilliant costumes, with flowers in their hair, and wearing earrings and gold chains made a wonderful picture.

Most unusual of all were the dresses of the men from Lagosta. They wore long red robes belted at the waist and their heads were crowned with a sort of turban, in which were inserted pieces of reflecting glass.

TRAIN WRECKERS.

MINER'S SENTENCES REDUCED.

As an "act of pure clemency" the Home Secretary has recommended the reduction of sentences passed on eight young Northumberland miners who were found guilty of attempting to wreck the Flying Scotsman.

The men were charged with maliciously displacing a rail at Cramlington on May 10, 1926, during the general strike. But for a warning conveyed to the driver of the Flying Scotsman by a patrol the lives of 270 passengers would have been endangered.

THE PASSING OF THE VENETIAN SHAWL.

A TRIUMPH FOR "SPORTS" DRESS.

Venice, Aug. 15.
English visitors to Venice are at one with the Venetians in deploring the passing of the graceful Venetian shawl. The shawls are still selling gaily coloured ones, at prices which would keep the average Venetian working class family for the best part of the dull season, when tourists are not; but these are bought and worn by tourists, mostly from the New World, who have broken the tradition as to colour, and it is hinted, do not know how to put them on to advantage. The real Venetian shawl, black, with handsome fringes, is passing away. The war dealt it a death blow: bobbed hair, "sports" clothes, and the standardization of feminine fashions is giving it a hasty and deplorable burial.

A Society for the Preservation of the Shawl does at various times organise competitions and award prizes to the wearers of the most graceful shawls. Then, every Venetian working girl who can produce or borrow a fine specimen parades in it for one day, and again Venice looks like the city of tradition. But the moment the prizes are awarded the shawl is put away in the family chest and there it remains till the next competition is announced.

The newspapers, the upper classes, many employers of labour lament the passing away of this dainty garment, which gives grace to every woman who has mastered the art of draping it as it should be draped. But the tradition is dead; the "sports" dress has triumphed; lamentations are in vain. The once universal shawl has transferred itself to foreign shoulders and lost much in the process.

LETTER GOLF.

Go from READ to BOOK in four strokes to prove yourself a member of the intelligentsia. If you can do it in less, you're very good.

READ
BOOK

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to Hen, in three strokes, COW, HOW HEW HEN.

2—You can change only one letter at time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.

The engine and four carriages left the track, but no one was injured.

Good Characters.

It is stated that the Home Secretary's recommendation was made after considering (with the judge who tried the case) all the circumstances and the previous good characters of the miners.

Wm. Muckle, Wm. Baker and Oliver Sanderson, who were sentenced to four years' penal servitude, will be released on license on September 1, 1928; the sentences of Jas. Ellison and Wm. Gordon Stephenson will be reduced from six years to four years, and the sentences of Arthur Wilson, Thos. Roberts and Robert Harbottle from eight years to five years.

SCIENCE OF A HOLIDAY

CHEERFULNESS FROM FRESH AIR.

"Let your holidays be a graduated revolt from civilisation, starting piano and ending forte."

This is the moral of the Presidential address on the Science and Art of Holidays delivered to the East Yorkshire and North Lincolnshire Branch of the British Medical Association by Dr. F.A.C. Eve, of Hull, published in the British Medical Journal.

Dr. Eve explains that he has wasted so much time and money over holidays that he may now be able to help others in mapping out what he calls their annual cases in the wilderness of work.

"The Englishman has still a lot to learn about the art of holidays," he says; "richly has he earned the taunt that he takes his pleasures sadly."

"Let us get clearly in our minds that healthy holidays for the sedentary city dweller are no longer a semi-luxury," he states. "They are a necessary antidote to the body-wrecking civilised life, and they should be spent with that end in view, preferably in an approximation to that state of nature of savagery for which our bodies were evolved, and in which they are guaranteed to work in the perfect harmony of health."

The Middle-aged.

It is the middle-aged men and women of the cities who most need expert guidance in the selection of their holidays, he believes.

"Our over-civilised middle-aged degenerates pride themselves on being the final flower of evolution and the heir of all ages," he declares. "In reality they have lost sight of some of the main objects of life and have forgotten their sense of true values in their chase after money and knowledge."

"Their natural feeling of joy in life and love and laughter has died of inanition. Some evoke it artificially by the aid of alcohol, but, except on a small scale, this policy proves disastrous in the long run. Fresh air alone produces cheerfulness."

And then, when a holiday has become urgently necessary to such a man, his first and only impulse and inspiration, is the seaside.

"Here," says Dr. Eve, "he is protected from his own company by masses of fellow creatures, and the whole place specialises in providing amusements—or rather pastimes—for those who have no minds or interests by which to amuse themselves."

He explains that the seaside is the worst place for sluggish livers, and that it is necessary on arrival to eat sparingly for the first few days and to graduate exercise.

Heather-clad Moors.

Here are a few extracts from his prescriptions for men of different types:

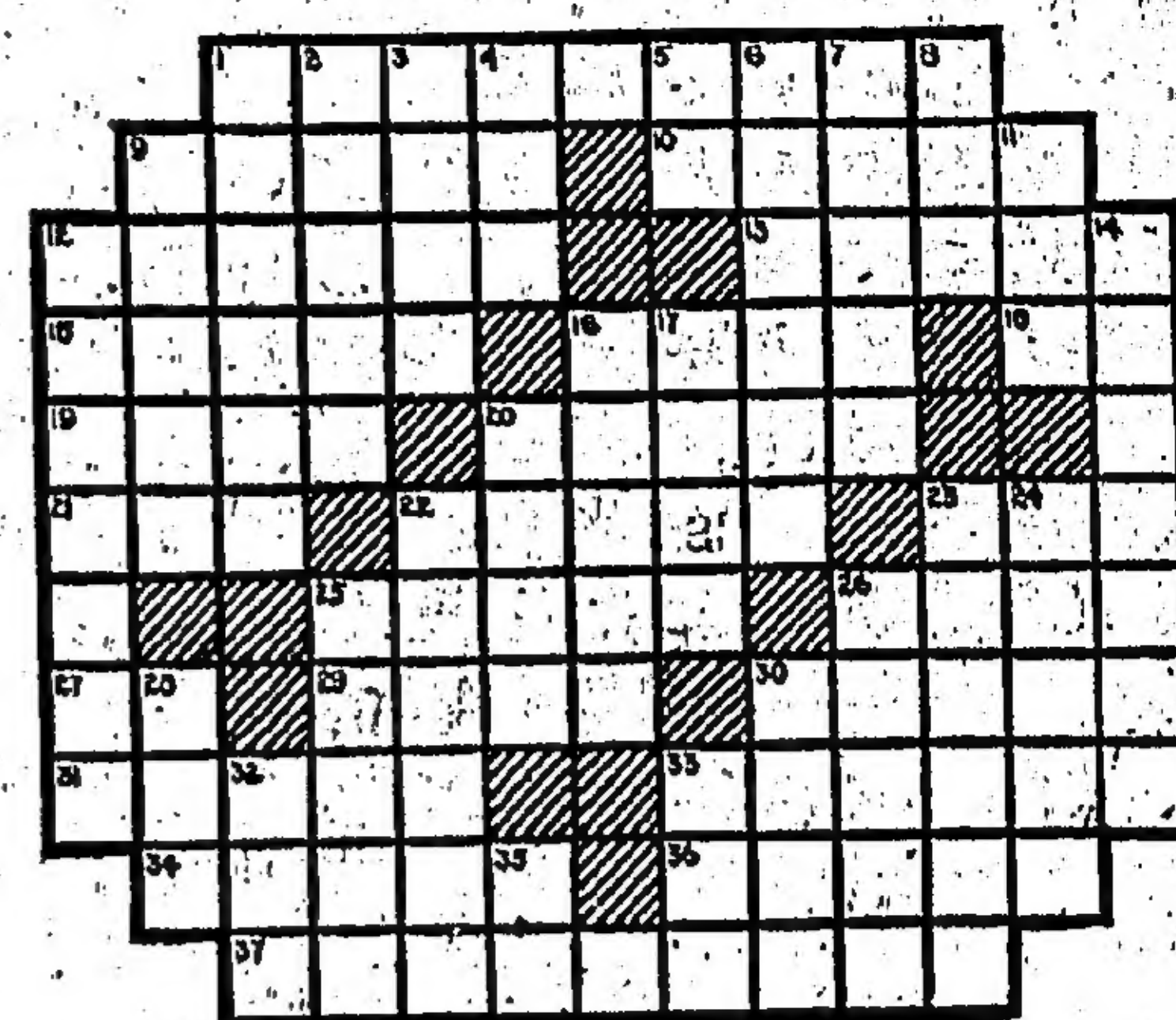
"The middle-aged sedentary, livery person should take no alcohol unless he has earned it handsomely by exercise. His annual holidays should be spent among the heather of the high moors."

For those who have grown stout, "short, sharp, exercise, such as badminton and tennis are the best, with plenty of cloud-gazing or reading on their backs on the heather moors."

The delightful Mediterranean and Norwegian cruises in large, luxurious liners provide rest and ever-changing scenes; as well as that excellent prescription, the society of congenial strangers, which brings the best out of neurasthenics and others."

Boat sailing is described as a healthy training for those who can stand wet and exposure. But the injunction follows: "Do not take a

OUR CROSSWORD PUZZLE.



Horizontal

1 Leath.
6 Song thrush.
10 Imbecile.
12 A two-handed animal.
13 Fragrant smells.
15 Positive terminal of an electric source.
16 Knowledge.
18 You.
19 Opposite of to win.
20 Tolerates.
21 Part of most common verb.
22 Walking stick.
23 Cured thigh of a hog.
25 Undraped figures.
26 Robust.
27 Abbreviation for "company."
29 Ferocoken.
30 Grammatical mark represented by two dots.
31 To obliterate.
33 Three-legged stand for supporting a tea kettle.
34 Central part of an amphitheatre.
35 Alleviates.
37 Figures of the shape of the noon in its first quarter.

Vertical

1 Branched.
2 To elude.
3 Any long mark.
4 Custom.
5 Seventh note in scale.
6 Loves exceedingly.
7 Broods of pheasants.

8 Also.
9 Person under age.
11 To attempt.
12 Equilibrium.
14 A section.
16 Cloth made of flax.
17 Types of poetry.
20 Commanded.
22 A colourless, oily hydrocarbon.
23 One of two equal parts into which an object may be divided (pl.).
24 Bitter drugs.
25 A head wind.
26 To hit.
28 English coin.
30 Measure for fresh herring.
32 Portion of a circle.
35 Tiny golf device.
36 Like.

Yesterday's Solution.

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IS AWE ABANDON
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RYND FTEAM
VANS TAG STAG
EGG AIRED ERA
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I DRYENIT A
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paid hand, for that is to sell your soul."

"I fancy it is a good plan to change one's hobbies every ten years or so," he adds, "for they all involve skilled muscular actions executed by the nerve cells of the brain, so that each new hobby develops new paths and reflexes in the brain."

"I speak from decades of experience of golf, of cruising and racing small yachts on our south-west coast, of winter sports in the Alps, and of fly-fishing; now these seem likely to be eclipsed by the fascination of the rational study of the habits of our common trees. Not only my health—but my work has been the better for these varied muscle-brain activities."

"By cultivating many hobbies there is less danger of drifting into that disastrous state of being cut off from work and having no hobby."

"I did not marry her—I married the family," said a husband at Lambeth Police Court.

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BETTY! BETTY! DON'T RUN LIKE THAT! STAND STILL!

SAN-SH! NEVER DO ANYTHING LIKE THAT WHEN YOU SEE A BIG ELEPHANT COMING CLOSE!

SEE? HE'S GOING AWAY—NEVER FORGET TO STAND STILL WHEN AN ELEPHANT COMES NEAR—THEY WON'T BOTHER STILL OBJECTS—UNCLE HARRY TAUGHT ME THAT!

YOU PROBABLY SAVED MY LIFE!

Freckles Knows His Elephants

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DEATH.

HICKLING.—At the Peak Hospital, suddenly this morning, Dr. Alice D. Hickling passed away. Funeral will pass the Monument at 5.30 p.m. to-day.

The
Hongkong Telegraph.

SATURDAY, SEPT. 22, 1928.

CIVIL SERVANTS' SALARIES.

In the course of his Budget speech on Thursday, the Hon. Colonial Secretary took occasion to refer to the recent grant of exchange compensation allowances to civil servants paid on a sterling basis and also to the unsuccessful petition sent in on behalf of the Junior Clerical Staff setting forth a claim for increased salaries. The burden of his remarks was an effort to offset any impression that the subordinates are not being fairly treated in comparison with those who are fortunate enough to secure a substantial addition to their salaries under the exchange compensation scheme. An analysis of his remarks, however, shows that he failed to dispose of the contention that the sterling-paid officers are in fact securing distinctly preferential treatment, as we hope to show in a moment or so. The impression which is left is that very scant consideration has been shown to the representations of the Junior Clerical Staff, and that Mr. Hallifax was unable to remove the feeling of grievance which these subordinates still entertain.

Much was made by the Colonial Secretary of the fact that the emoluments of the Junior Clerical Staff will in the coming year show an increase of \$104,154, but when we examine the manner in which this sum is made up it is quickly seen that it does not represent any very material benefit to the great majority of the employees coming under this heading. (In the first place, \$25,000 of the amount is due to necessary increases in the personnel; secondly, stipulated (or normal) increases in pay account for a further \$19,566; whilst a sum of \$42,250 is absorbed by the creation of more higher posts. It is, of course, true that a certain number of subordinates will benefit from this latter sum, but the most of them will be unaffected by it. But the point to

be remembered is that if more money is being spent on the salaries of the Junior Staff, the same is true of the higher grades of the service, even quite apart from the big sum allotted by way of exchange compensation allowance. For example, the Cadet Service shows an increase of \$39,959, and the Senior Clerical Staff an advance of \$52,530, to say nothing of the many other branches in which sterling-paid servants are employed. Incidentally, it is interesting to note that the yearly cost of thirty-six Cadets is \$366,668, whilst the Government secures the services of over six hundred members of the Junior Clerical Staff for \$720,021 per annum. Another point on which Mr. Hallifax laid some stress was that since 1924 the subordinates have been enjoying lodging allowances equivalent to an increase in salary of from 10 to 15 per cent. These allowances, however, were long overdue, and it must not be forgotten that sterling-paid officers greatly benefit from rent allowances or the renting of quarters at a relatively nominal sum per month.

In remarking that all salaries will be open to revision when the proposed Commission sits, Mr. Hallifax was no doubt seeking to convey a grain of comfort to the subordinates whose appeal has been turned down. But a very pertinent point is how long they will have to wait. The exchange compensation scheme is said to be only temporary in character, awaiting the findings of the Commission when it eventually sits. It is to be noted, however, that the allowances are budgeted for in respect of the whole of next year, so that it is evident there will be no very quick decision on salaries generally. In the meantime, apparently, the subordinates must battle with the increased cost of living as best they can. We submit that if a case was made out for temporary allowances to the higher-paid civil servants, then the claims of subordinates to consideration were equally as strong. Indeed, it can be said that they were feeling the burden of the cost of living much more acutely than the sterling-paid officers. In the circumstances, it would have been common justice to have decided that if one section of the Service was to wait until the Salaries Commission reported, all should have done so.

China's Problems.

The pessimists who want to see China's affairs stabilised before believing it receive ample justification at every turn. We had thought that there might arise from the concert achieved between Marshal Chiang Kai-shek, the Kwangsi Clique, and Mr. Wu Han-min's cronies, some form of permanency at Nanking which would give China the centralised administration so much needed. The meeting of verification, duly held on Thursday, did not however proceed according to the expectations of its sponsors. There was a decided hitch. It was expected that the C.E.C. Standing Committee would formally announce the appointments to the five new Government Boards, but beyond co-opting Messrs. Wu Han-min and Sun Fo, the Committee did nothing. Wherever Wang Ching-wei may be, and however much he may be anathema to Wu Han-min, he is apparently still a power in the land, and thus the disagreement. Presumably this is the period of political tutelage of which Mr. Wu Han-min so glibly speaks. We cannot see that it offers any better prospect of peace and harmony than during the period of military domination. It is of course possible yet that the difficulties may be smoothed out, but if we are to learn the lesson of the past few days, it is as well to await definite results before subscribing to the general feeling of satisfaction which normally would be evoked. Mr. Wu Han-min made an interesting statement in an interview, declaring that the firm establishment of the five new Government Boards must come before any attempt can be made to solve the gigantic reconstruction problems facing the country. To some extent this has a bearing on the report in the Daily Express ostensibly giving details of the formation of a British syndicate for the reconstruction of parts of the war-ravaged areas

DAY BY DAY.

HOME—THE NURSERY OF THE FINITE—William Ellery Channing.

The Ben Lino s.s. Bonavon, from Home, Stralla and Philippines ports, is due here on the 25th instant.

The Gazette contains revised scales of charges in respect of maintenance and treatment in Government hospitals.

The silk forwarded from Hongkong by the Empress of Russia on 20th August arrived in New York (St. John's Park) on 18th September, having been 21 days in transit.

His Excellency the Officer Administering the Government has appointed Dr. J. C. MacGown, M.B., Ch.B. (Edin.), to be a member of the Advisory Committee of the Peak Hospital.

About Hong Kong.

Do you know that—

Staunton Street was named after Sir George Staunton, the famous translator of the original Statutes of the Tansing Dynasty (the penal code of China)?

He was a trusted servant of the East India Company long before the cession of Hongkong and, later, as a Member of Parliament, strongly supported the policy of Sir John Davies in face of much current criticism.

The friends of Mr. J. W. Morris, Passenger Agent of the Dollar Interasia in Hongkong, will be glad to learn that he has fully recovered from the effects of his recent illness and that he has already left the French Hospital.

Bankruptcy notifications state that a first and final dividend of 77 per cent has been declared in the matter of Ho Kau, junk owner, of Wo Tung Street, and a second and final dividend of 81 per cent in the case of the Hop Lee Investment Company, of Shamshuipo.

Three lots of Crown land are to be offered at the P.W.D. offices on October 9th. These are New Kowloon Inland Lot 1167, Shamshuipo (852 square feet, upset price \$1,428), New Kowloon Lot 1168, Shamshuipo (5,814 square feet, upset price \$8,720), and Kowloon Inland Lot 2143, Mongkok (about 20,550 square feet, upset price \$46,237.50).

MYSTERY THRILLER.

LON CHANEY FILM AT QUEEN'S TO-MORROW.

Strange and uncanny happenings that chill the blood and grip the imagination occur in an old haunted English castle during the course of an amazing series of adventures in Lon Chaney's latest mystery thriller, "London After Midnight" which, according to a special announcement in this issue, will be screened at the Queen's Theatre from to-morrow to Tuesday next. Chaney, "the man of a thousand faces," is the central figure in a thrilling story of ghosts, weird apparitions, tricks of spirit mediums and baffling murder mystery. A brilliant supporting cast has been assembled for the production and it includes Marceline Day, the beautiful heroine of "Rookies," Conrad Nagel, a well known performer with many screen successes to his credit, Henry B. Walthall, of "Birth of a Nation" fame, Polly Moran and Claude King.

of China. We are told that contracts of great value are about to be signed between a group of British manufacturers and the Nationalist Government, and also that a romantic story of difficulties overcome lies behind the formation of the syndicate. It appears that Professor John W. N. Smith, late of the Hongkong University, and therefore, very well known in this Colony, has been the leading figure in the negotiations. This may mean nothing, on the other hand it may mean quite a lot. John Smith is an acknowledged friend of the Nationalists; but too much credence given to a report, unconfirmed from any other source, is likely to lead to an error. We should like to know a little more about the Chinese side of the question before exhibiting enthusiasm.

LOST ART OF WALKING.

The Motor Car and the Liver.

If I am ever called upon to suggest an aim for a new political party, instead of proposing "one more solution for the very difficult problem of how to make poor people richer," I shall put forward a scheme for accomplishing the much easier task of making the rich poorer. This, not because I grudge other people any of the ease, comfort, and happiness they have managed to obtain, but because I am very sceptical as to the power of money alone to secure these things.

Real poverty is, of course, a very serious handicap indeed. But, except in the hands of philosophers—who rarely have the handling of it—I am not at all sure that more money than a bare sufficiency is not often nearly as great a handicap. Of course, it needn't be, but so many people act as though they believed that anything which costs money has a bigger real value than things which cost nothing; that things rich people do must have great advantages over things that poor people do; and that sitting down and "lying back" are preferable to having to stand on one's legs and use one's muscles.

I read that, in America there are about as many motor cars as there are people; and in this matter we must be running our American cousins close. Almost every week I hear that one more of my acquaintances has possessed himself of some kind of motor car, and, for all practical purposes, he will never walk again. And my poor friend, with one foot in the car, evidently expects me to congratulate him on his good fortune and his good sense.

Well, the motor car and the motor-cycle have contributed, and are contributing, quite considerably to human health and to the joy of life generally. They have given to thousands of human faces wholesome colouring and a fresh air attractiveness, which they might not otherwise have had. Plenty of people have been thus lured into the open, and have had their minds and bodies stimulated in ways that simply do not happen in drawing-rooms or in cottage living-rooms. All this is to the good, and very much to the good.

But there is no getting away from the fact that man is a biped, and although, apparently, science is well on the way to provide him with reasonably effective substitutes for every part of himself, he will be wise to look these gifts of horses fairly in the mouth before he saddles them.

When grown men have got so far away from natural habits of living that, in order to keep their livers working, they have to resort to dumb-bells, Indian clubs, deep breathing, and singing in the bath, it is time to think about stock-taking.

For most of us, the way in which we shall spend the working hours of our day is pretty much determined for us; but our holidays are, or should be, a little bit of life that we can call our own, to live just as we choose.

In the course of my life I have not taken many formal holidays, but I have managed to sample most of the usual varieties. So far as my experience and taste go, there are two kinds that I particularly want to repeat—a holiday on horseback and a holiday on foot. If one is fond of riding, and lucky enough to have a horse to ride, probably a riding holiday is, even in these days of tarred roads and reckless motorists, the most enjoyable form of break with routine which our country can afford.

But a walking holiday is nearly as good; indeed, in some ways it is better, for it leaves one more independent, more completely detached from external responsibilities, with an even bigger range of

adventure—a greater choice of ways and byways.

Yet, to be candid, a walking holiday is by no means everybody's money. To get the good and the pleasure out of it one must be a bit of a poet, or a philosopher, or a naturalist; and, in any event, one must be possessed of that spirit which finds adventure in everyday realities as well as on the screen or in the serial.

Lucky is the man or the woman who can enjoy a walking tour alone; for the difficulty of finding the right companion is enormous. Neither age nor sex is any guide as to suitability or unsuitability. There are boys of twelve who make ideal companions for a walking tour; and one of the jolliest and most sporting walking companions I know is a woman well over 60. In addition to reasonable physical vigour, the essential quality is that combination of continuous sober expectation, with a capacity for humorously and happily turning material difficulties, and what grouse would call disappointments and failures, into amusing occasions for the exercise of philosophy and ingenuity.

At the same time it is just as well, by a little provision, to reduce the material difficulties of a walking tour to a minimum. Anyone contemplating such a tour should get himself into reasonable physical condition before the actual time for the holiday arrives. This is to be accomplished only by the taking of regular walking exercise, the actual walks being increased in length day by day. No alternative exercise takes the place of this. It is foolish for a man or a woman who for years has never walked beyond two or three miles in a day, suddenly to embark on a recreative enterprise which may involve footing it to the tune of twenty or thirty miles between sunrise and sunset.

If practicable it is a good plan to harden the feet by doing a certain amount of walking with bare feet on grass or flat stone-paving or even board floors—daily for a few weeks before a really long excursion. Foot-comfort is one of the fundamental necessities of even an endurable walking holiday; and too much care cannot be taken in obtaining properly fitting socks or stockings, desirably furnished with a separate compartment for the big toe, and easy but properly fitting boots or shoes with soles of medium thickness, plenty of room across the toes, low heels, and soft, pliable uppers.

What kit to carry depends on individual factors, including the state of one's purse. The less money one has to spend the more one has to crowd into the rucksack. On fine dry nights the hardy pilgrim can, by a little ingenuity, cut out his hotel bill altogether.

Personally, I like, on these occasions, to be burdened with the minimum of baggage, and my practice is, on arriving at the final village or town of my day's journey, to expend a few shillings at the hostler's on some clean clothing, posting the cast-offs back home. If one's tour is fairly mapped out in advance, it is quite easy to make use of the parcel-post and post-restant system, to secure the advance arrival of rugs, clean shirts, socks, and so on, and thus to be independent of hotels and hostlers alike.

I am afraid that there is an all too common tendency to-day to look upon walking as just a slow and laborious means of locomotion. In fact, it is (apart from its more external advantages) one of the most pleasurable of physical movements, comparable rather with dancing or swimming than with motoring or riding in a railway carriage.

H. R.

TO-DAY'S FILMS.

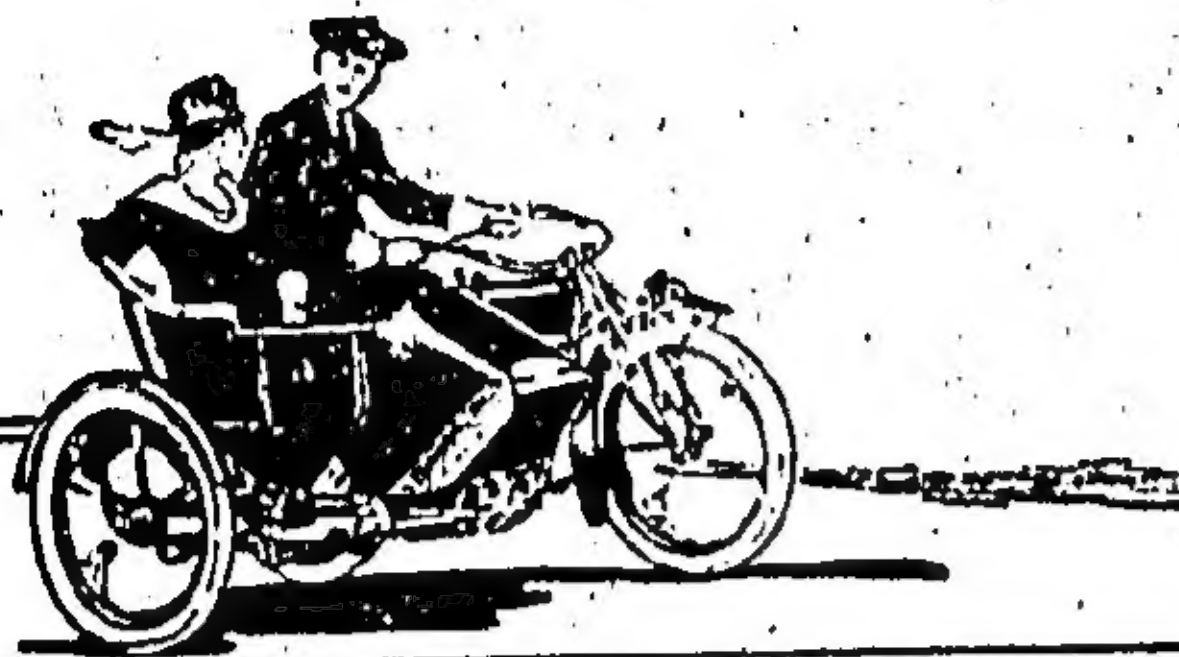
THE JUNGLE PICTURE AT THE QUEEN'S.

"Chang," the marvellous jungle film which has thrilled Queen's audiences since Monday, will be shown at that theatre to-day for the last time. The producers of "Chang" have caught with the camera a nerve tingling story in which nature in her fiercest mood, wild beasts, of the jungle, brave men and women, are the untrained actors. Few scenes depicted on the screen have been more exciting than the stampede of a horde of elephants numbering over four hundred who trample down an entire Siamese village in their mad rush. "Chang" is something new in screen art and by far the most unusual picture yet seen in Hongkong.

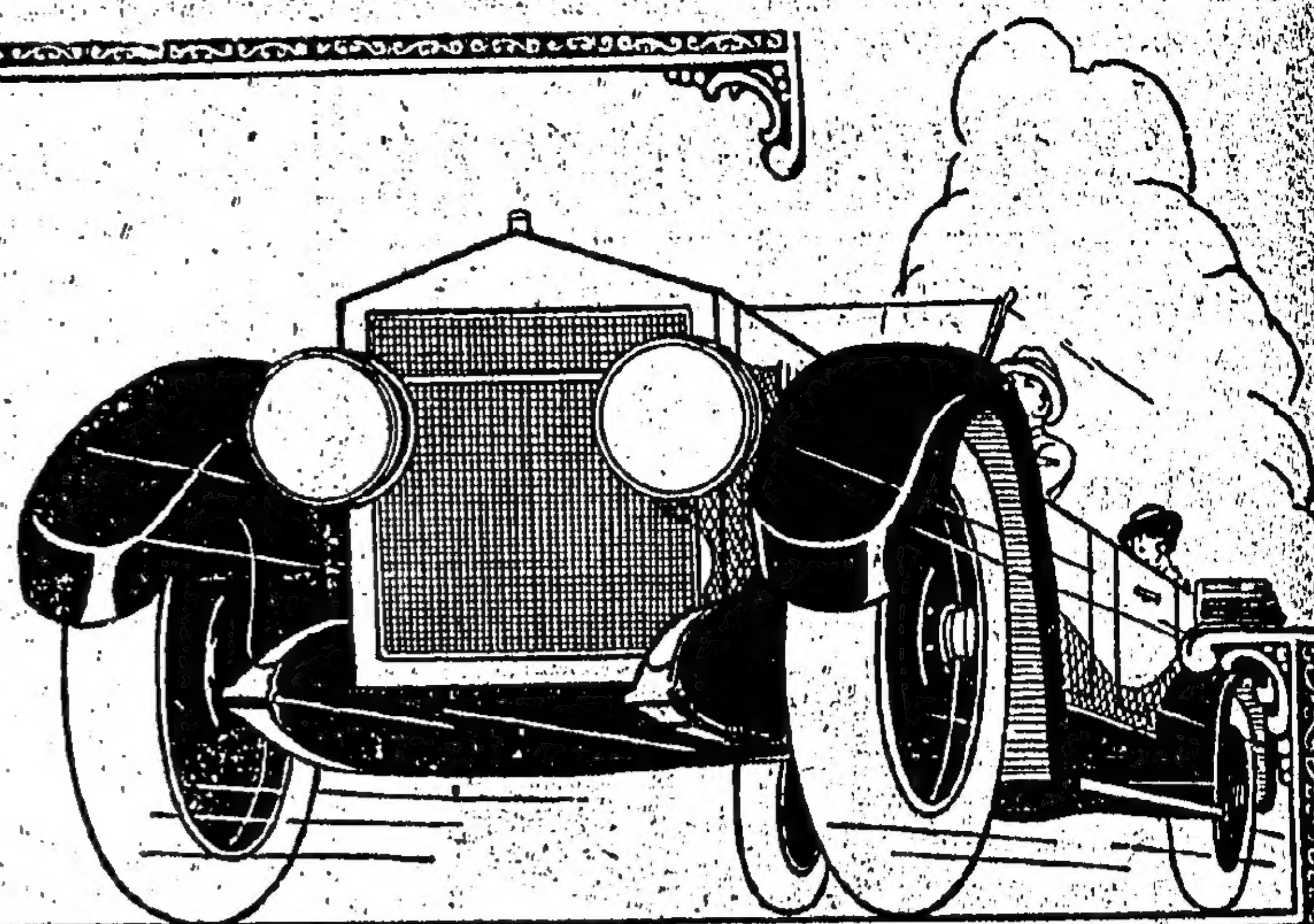
"The Birth of a Nation," D. W. Griffith's stupendous production, "The Birth of a Nation," will be presented for the last time to-day at the World Theatre. Many spectacular and magnificent scenes are to be seen in this picture, which is played by Lillian Gish, Henry B. Walthall, Mae Marsh, and Miriam Cooper. There are only three performances and these commence promptly at 2.30, 6.30, and 9.15 p.m. The orchestra plays at 9.15 p.m.

"The Third Degree," Presenting some new and arresting tricks of the camera and screen technique, "The Third Degree" will be shown for the last time to-day at the Star Theatre. The heroine of the film, Dolores Costello, in a series of thrilling incidents, establishes the innocence of the man she loves. Others in the cast include Jason Robards, Louise Dresser and Rockliffe Follows.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 22nd SEPTEMBER, 1928.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

The Tattoo.

We understand that parking arrangements for the forthcoming Tattoo are well in hand, and that space has been found to accommodate about one thousand cars. The system of issuing tickets in order to assist both car drivers and the Traffic Police, is a good one, and there will be no excuse for those who fail to avail themselves of the convenience of the system. There will be distinctive tickets for the various parking spaces, and at the close of each night's performance those using cars will proceed to the particular area marked on their tickets, so as to avoid confusion. All motorists, whether owner-drivers or public chauffeurs, are advised to secure their tickets as soon as possible. The plan of car parks can be seen and tickets obtained at the Naval and Military Y.M.C.A., City Hall. Tickets will first be on sale to-day. The charges are: For one night, \$1; for two nights \$1.50, for three nights \$2. Cars which have no distinctive mark on them will be taken as not going to the Tattoo and will be diverted along the Causeway Bay and Shaukiwan roads, being kept clear of the Tattoo area.

A Bad Stretch.

Probably the worst stretch of roadway in the Colony is that between Wing Lok Street and Whitty Street along the water front. Not only is the surface in a deplorable condition, but the looseness of the surface causes great motor vehicle which passes. We had the unpleasant experience of following another car along this thoroughfare the other day, when it was found that the dust was not only a source of annoyance, but a danger, and we took the first available turning into Queen's Road in order to escape.

A Busy Thoroughfare.

This water front thoroughfare is an extremely busy one, and is being used by motor traffic to a much greater extent than hitherto. It must be admitted that the bad road surface is largely caused by the dozens of coolie-drawn trucks, which growl under wheels of heavy loads, and the road as a whole cut into the road as the clumsy vehicles are hauled along. The buildings along the front are all covered with a drab grey coat of dust, and the health of those who live in them must be seriously impaired by the ever rising dust. Surely this district is sufficiently important to justify the road being repaired and maintained in a decent condition. In the present state, it is quite a disgrace to the Colony.

Re-Accidents.

Various opinions have been expressed regarding a motorist who swerves his vehicle to the wrong side in order to avoid an accident, but who, actually meets with a mishap as the result. Some say that he is in the right in swerving, and others incline to the view that he is definitely in the wrong. It is an interesting point, and well worth considering in view of the number of accidents which occur locally due to sudden swerving. We have heard it locally expressed on good authority, that a driver swerving to his wrong side and colliding with any object, shall be held responsible, whether or not he swerved in order to avoid a collision on his own side. An authority at Home states that it is up to any driver to swerve, even to his wrong side, should he consider that by so doing an accident would be avoided. We have been asked to express an opinion on this question, but would prefer to hear the views of our readers who are qualified

to express an opinion. We do consider, however, that providing the right hand side of the roadway is clear, a driver should swerve from his own side, if by so doing he can avoid knocking a person down, or avoiding a collision. If in the meantime, another person suddenly steps out on to the road at the moment the car crosses to its wrong side, we imagine that the driver would be held responsible for any injury to this second person, taking into consideration that the accident would then occur on the side of the road which the driver was not entitled to use.

Nathan Road Corner.

In spite of the fact that the Automobile Association has taken pains to mark the junction of Nathan and Salisbury Roads in such a manner as to enable traffic from the ferry to divert into two lines, one proceeding along Salisbury Road and the other turning into Nathan Road, many bus drivers do not yet seem to realise the significance of these road markings, although they have been laid down for a considerable time. For a short distance preceding the corner the left half of the road has been divided into two parts by means of a white line which is taken round the corner. On the extreme left portion there is a white arrow pointing round the corner. Traffic turning into Nathan Road is required to keep to the extreme left and follow the arrow, while vehicles proceeding straight along Salisbury Road should keep to the right of the white line. The policeman on duty can thus see at a glance which direction vehicles are taking, and as he is not required to signal for vehicles turning into Nathan, he can confine his attentions to the other two streams of traffic, i.e. along Salisbury Road from the ferry and from Nathan Road to Salisbury Road. Although the meaning of the signs should be clear, many vehicles are not kept to the proper sides of the white line and some actually travel along the line, thereby confusing the policeman and other traffic. Also the idea does not seem to be understood by some of the police who do duty on the corner. To make this commendable scheme as successful as it should be, all drivers and policemen should understand what the road signs mean and should drive and signal accordingly.

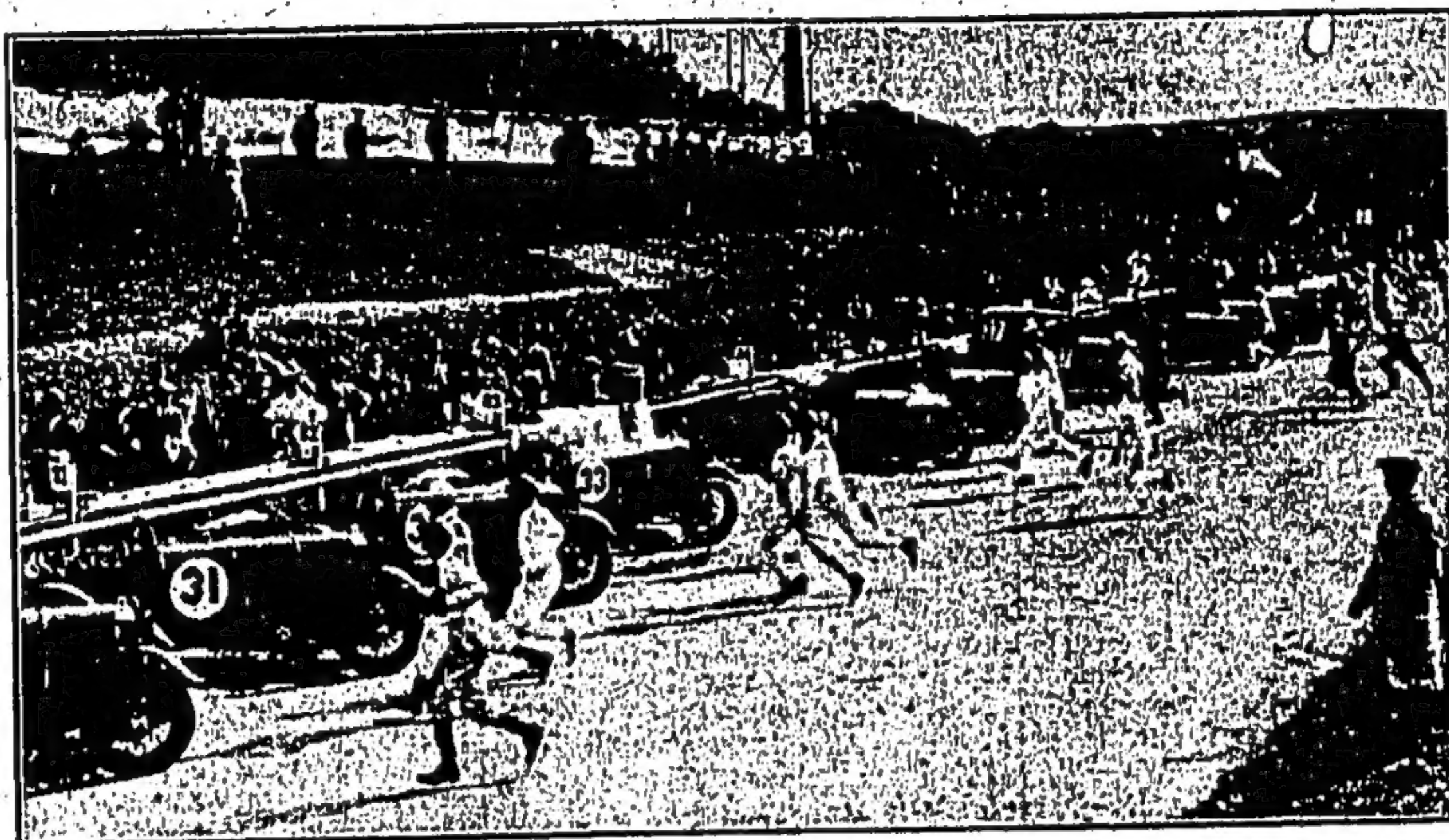
Cross-Roads Widening.

Not very long ago a police signal stand was erected at the cross-roads where Nathan and Prince Edward Roads meet in Kowloon, at which place, during daylight hours, there is a constant stationing of direct traffic. Prior to the erection of this stand the whole of the junction space was available for traffic proceeding in any direction but, since the stand has been placed there, the ground available has been considerably diminished. Drivers wishing to turn at the corner have now to circle the stand, which necessitates a much sharper turn than formerly owing to the reduced roadway available. With this stand taking up so much room the obvious thing to be done, in order to facilitate traffic, is the widening of the junction, a work that can easily be accomplished as the cross-roads are bordered only with earth and grass. At present, road work is being carried out in Prince Edward Road near to this junction. Widening work could be done while the workmen and apparatus necessary are near at hand.

Useful Booklet.

Members of the Automobile Association who contemplate motoring in Europe when on leave, should apply to the Honorary Secretary of the H.K.A.A. for a copy of a most useful booklet issued by the Automobile Club de France. This gives a complete list of hotels, restaurants, garages etc. in France and adjoining countries.

KAYE DON WINS INTERNATIONAL ROAD RACE.



The above picture shows the start of the International Road Race held recently at Belfast. The drivers are seen running to their cars as the starting signal fires. The race was won by Kaye Don in a Bentley.

Truly A Super Car.

Just as this Supplement was going to press, we were invited to take a spin in one of the seven seater Silver Anniversary Buick Limousines, and so impressed were we with the performance that brief mention must be made in the limited space available. From the City Hall via Garden Road, Lower Albert Road, Caine Road, and thence to Aberdeen was the route chosen, and in spite of various traffic obstructions and the usual hindrances met with in Hongkong, there was never necessity to run on other than top gear. The remarkable smoothness of the engine, the comfort, power, speed and acceleration, were outstanding features in this really outstanding product of automotive engineering, and the manufacturers are to be congratulated on the super-excellence of the vehicles which mark their twenty-fifth anniversary. On the return journey, Dairy Farm Hill was taken on top at a mere twenty-five miles per hour. Just an effortless glide, although all the time the driver is conscious of a tremendous reserve of power. Next week we shall publish a photograph of this particular model.

A Record Run.

With the appointment of Mr. Cesare Borandi to the local Fiat establishment, a recent record performance between Saigon and Cape St. James is of interest. Mr. Cesare is a professional racer from the Fiat Factory, and whilst in Saigon, undertook to drive a car to Cape St. James with a view to studying the possibilities of accomplishing the distance in an hour. Dr. Lasserre also took part, each of the motorists driving a Bugatti track car. The road conditions were so extremely bad that it was declared to be impossible to create the one-hour record. Nevertheless, in spite of minor mishaps, Mr. Borandi actually covered the distance between Saigon and Barin, one hundred kilometres in the record time of one hour, a most commendable performance.

NON-GLARE LIGHT.

The new non-glare light, the Ryan-Lite, perfected by W. D'Arcy Ryan of the General Electric Illuminating Laboratory, has been adopted as standard equipment by ten American auto manufacturers and five more are contemplating using it. It combines the non-glare feature with long range, and wide side beam illumination, lighting ditches and road signs more distinctly.

ONE CODE IN 61 CITIES.

Sixty-one California cities have adopted the uniform traffic ordinance sponsored by the state automobile clubs.

BUICK HISTORY.

25 Years' Progress.

The Buick Motor Company is this year completing twenty-five years' successful manufacture and merchandising of motor cars. Throughout the entire history of the automotive industry there is no parallel to the success which Buick has enjoyed. The world wide reputation of Buick, the unequalled degree of owner goodwill and loyalty and the universal acceptance of the product can be attributed only to the fact that each succeeding Buick was a better car than its predecessor. Mindful of this, public confidence Buick engineers have evolved a new car commemorating the twenty-fifth anniversary of the building of the first Buick. This new car is distinctively Buick insofar as its inbuilt quality is concerned. The same fundamental characteristics which have contributed so much to Buick success during the past twenty-five years are present in the new car, but to a much greater degree than ever before. The refinements made in the mechanical construction of the car result in greatly improved performance. These features will not be obvious to the car buyer until he has driven the car but so radical has been the change in appearance that he will at once be impressed with the new body design.

The new body lines are not merely adaptations or copies of existing body styles nor do they resemble any cars on the market to-day and yet one glance at them will assure you that they will become as well recognized and admired as the Buick of the past. They are not radical in the sense that they are unconventional but rather are so distinctive, so dignified in their simplicity, so well balanced in their proportion, that they will raise to a new height the standard by which motor cars in its price class are judged.

Inherently the car is better than it ever has been in the past insofar as mechanical construction is concerned. Also it now stands ready to compete on purely an appearance basis with any car on the market regardless of its price class. In brief, the new Buick, regardless of its name, would acquire undeniable leadership by virtue of its own merit.

The Buick's enviable reputation is the result of twenty-five years' faithful building of good automobiles. Each succeeding car as it has been announced has added to this reputation and prestige.

The world automobile industry is comparatively young. Since that day in September, 1903, when the first Buick was produced, many cars have come and gone. During that twenty-five years more than two million Buicks have been manufactured and to-day Buicks

I.O.M. TOURS.

Motor Buses Popular.

In every part of the world motor tours figure largely in the itineraries of holiday makers and the means they afford for exploring local scenery, and places of historic interest have readily obtained for the motor coach a very large and growing measure of popularity. The Isle of Man annually draws large numbers of visitors, and for their convenience local operators of motor coaches and motor omnibuses have acquired many of the latest models of manufacturers, of which Thornycroft vehicles are well to the fore.

A year or so ago Manx Motors, Ltd., acquired a fleet of 20-seater Thornycrofts which in February had completed an aggregate of over half a million miles with complete freedom from any serious trouble. As a sequel to this very satisfactory record the Isle of Man Railway Company has placed an order for eighteen 32-seater and four 20-seater omnibuses of the same make, to take their part in dealing with the holiday invasion of the island.

CORRESPONDENCE.

[To The Editor of Hongkong Telegraph Motor Supplement.]

Sir,—I would greatly appreciate it if you could advise me if a 350 c.c. motor-cycle can safely and adequately take a sidecar under local conditions. There are combination outfits of this lightweight type, but the question is, are they sufficiently powerful to negotiate local hills without undue danger or strain on the engine? Thanking you, etc.,

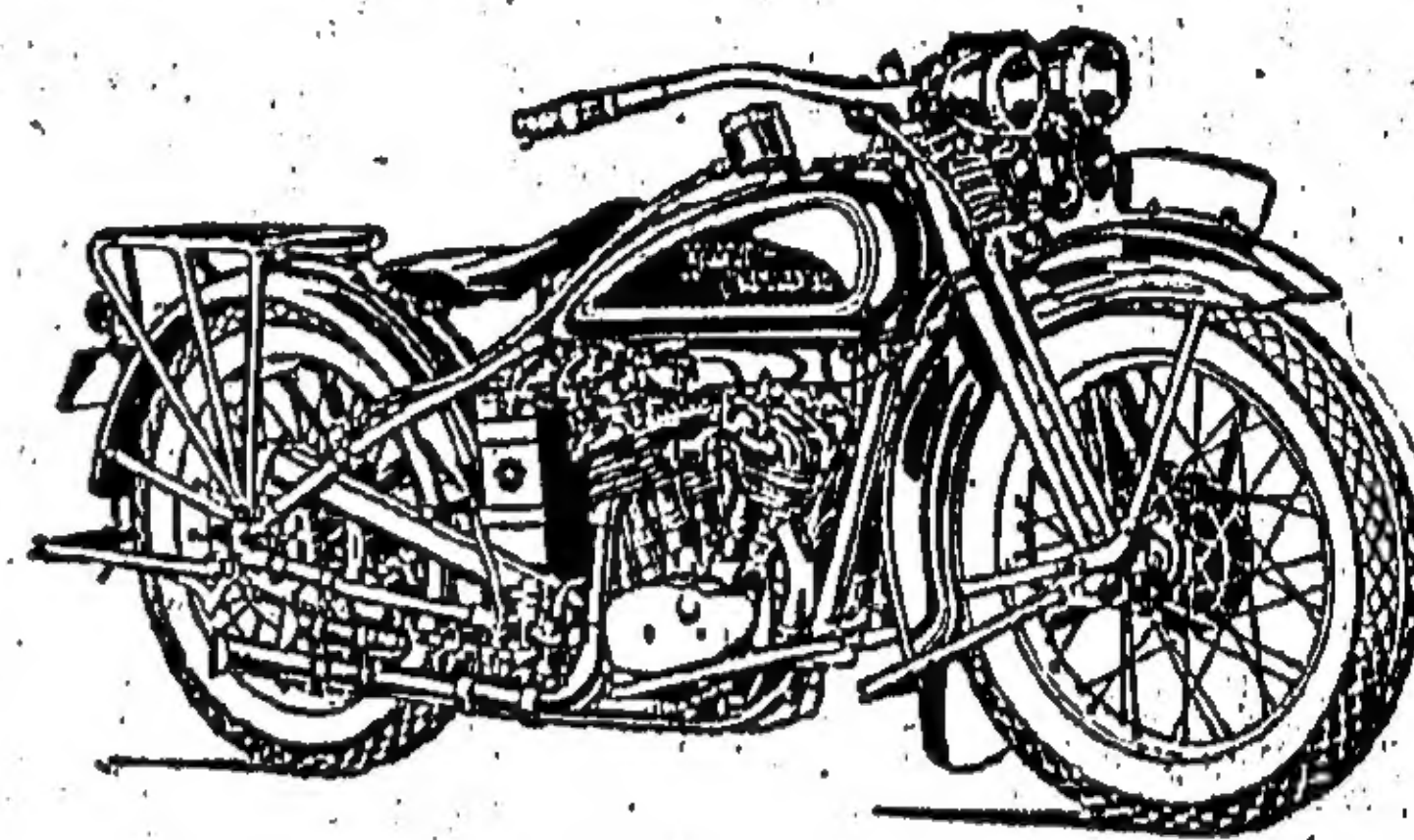
NOT-YET-A-RIDER.

[While there are several manufacturers who build special sidecars for 350 c.c. motor cycles, we should hesitate to advise such a low-powered and light type of combination for use in this Colony, on account of the many hills encountered. It is, we think, generally recognised that machines of a lower c.c. than 500, are mainly intended for solo work. There is no doubt but what greater satisfaction would be derived from any of the heavier types for "side-car" work.—Ed. Motor Supplement.]

are in use in 104 countries of the world.

The new Buick has benefited by the tremendous resources of the General Motors Corporation. The engineering genius of General Motors has made possible this new car—a great car. If for no other reason than that it is an improved Buick.

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
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A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

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"Best in the Long Run"

Cool night air feels mighty good when you "step on the gas" after a hard, hot day—and it feels twice as good when you know you're riding at the lowest cost per mile!

More mileage, built into Silvertowns, gives you a lower cost on your tires for pleasure or business. Strong, flexible sidewalls—tough, road-gripping tread—long life in every ounce of rubber—that's the answer to tire economy!

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All sorts of Automotive Accessories also in stock.

CHINA UNDERWRITERS, LTD.

FOR
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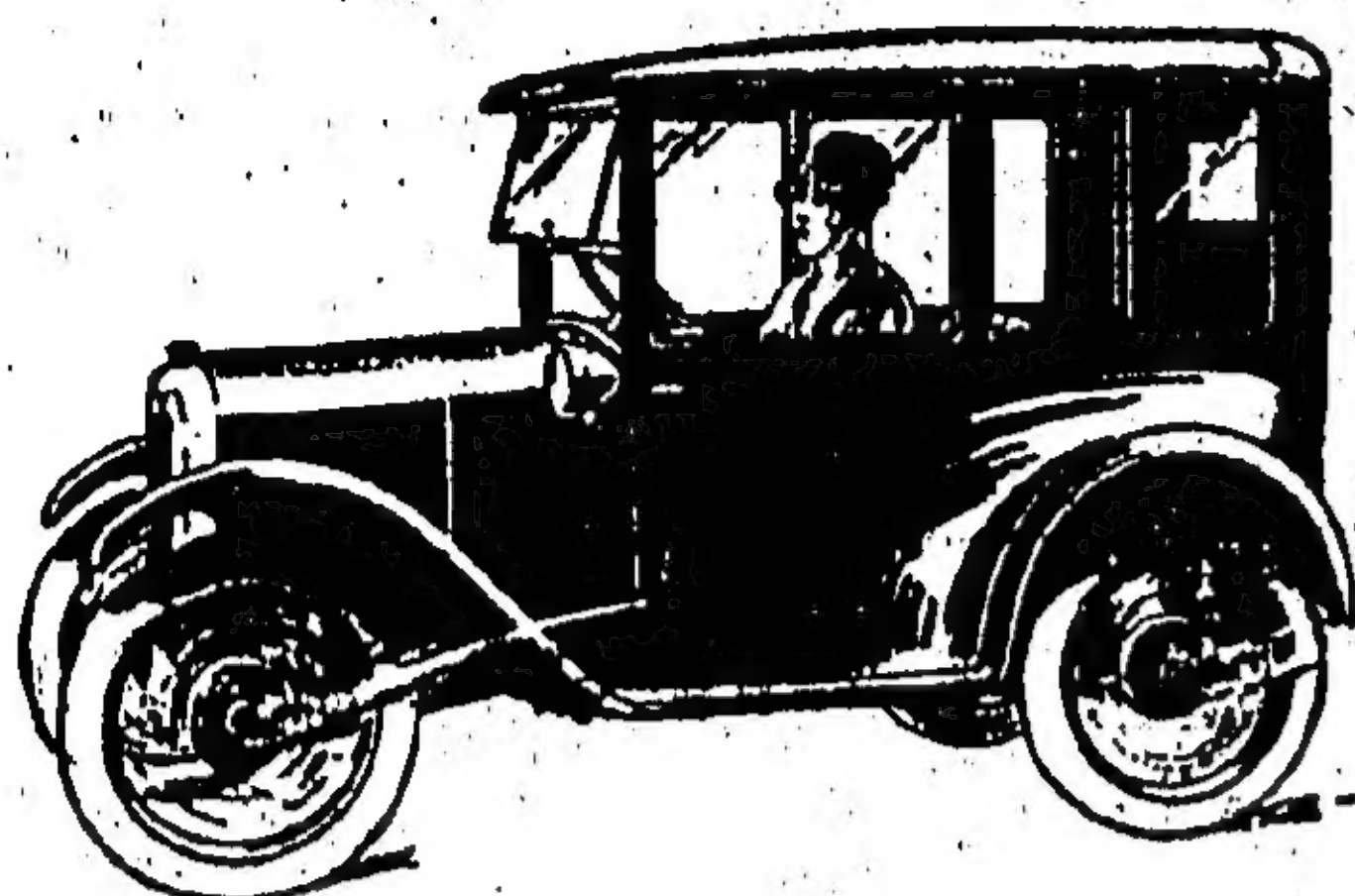
WRITE FOR PROSPECTUS

HEAD OFFICE: ST. GEORGE'S BUILDING, HONGKONG. TELEPHONE: C.1121-22

THE QUESTION WAS

HOW TO REDUCE HIS PETROL BILL.

Then he had a bright idea
and bought an



AUSTIN SEVEN.

You too can enjoy motoring
at a Cent per mile.

ALEX. ROSS & Co., (China) Ltd.

Prince's Building. 2nd. floor.—Ice House St. Entrance.
STOCKS CARRIED

IS IT LEGAL?

The Use of the
Spotlight.

[By a Barrister-at-Law.]

So many new cars are fitted with spotlights and lamps that can be dipped or raised or turned sideways that it will be as well for the ordinary motorist to know what the exact state of the law is at present regarding their use.

Until the passing of the new Road Transport and Lighting Bill, the regulations as to spotlights were contained in Art. II, 7 (II) of the Motor Cars (Use and Construction) Order of 1904, where it is laid down that "every lamp carried by the motorcar when in use on a highway at any time during the period mentioned (i.e. an hour after sunset till an hour before sunrise) shall be so constructed, fitted and attached as to prevent the movement or the use as a searchlight of the light exhibited by any such lamp."

Still on the Statute Book.

Although this provision of the Order has not yet been specifically repealed, it may be assumed from Section 4 of the new Act that the Minister of Transport will make regulations to supersede it. Section 4 runs as follows: "Unless otherwise provided by the Minister by regulations, no light shown by a vehicle, other than a dipping headlight, shall be moved by swivelling, deflecting or otherwise while the vehicle is in motion."

Now by Art. II, 7 (II) of the 1904 Order the attachment of any lamp which could be used as a searchlight was prohibited (and this provision clearly made the attachment of a spotlight illegal), but the new section equally clearly recognises as legal the attachment of any swivelling light provided it is not used when the car is in motion.

The origin of the old rule was the alarm the use of such lights

occasioned to horses, but with the increase of mechanical and decrease of horse traffic it seems quite reasonable that the rule should be changed.

In addition to this alteration, Section 3 of the new Act contemplates the legalisation of anti-dazzle devices (other than dipping headlights, which are expressly allowed by Section 4 already quoted). This section runs as follows: "The Minister may by regulations prescribe the conditions subject to which lamps showing a light to the front may be used, and such conditions may include conditions as to the angles at which beams of light may be projected, the height, width and the range of illumination (to be ascertained in accordance with regulations) of such beams of light, the extent and method of obscuration to be employed, and the position on the vehicle of any lamps."

Summer Time.

A small amendment as to lighting-up time is also introduced by the new Act, which makes the winter lighting-up period from half an hour after sunset till half an hour before sunrise, while in "summer time" it remains as before.

It may also be of interest to remember that Section 3 of the Road Traffic Bill draft runs as follows: "The Minister may by order of regulations sanction the use of lamps designed for use in case of fog or mist and moveable or detachable lamps, designed for purposes of engine inspection and repairs or for any other purpose and such lamps may be carried and used in conformity with such conditions as the order or regulations may prescribe in addition to any lamps which a vehicle is by this Part of this Act required or permitted to carry."

Whether this will be deleted from the Bill in view of the new Lighting Act remains to be seen, but at any rate the alterations in the law already made are an important step in the right direction, and have done away with one anomaly by making the use of the spotlight legal from 22nd April, 1928.—*Morris O'Neil.*

FLYING NEWS.

The Round Africa
Survey Flight.

On November 17th last year Sir Alan and Lady Cobham left England with a crew of four on a Short Rolls-Royce flying boat, with the object of defining by a practical flight of utility the exact course of the future commercial air route through Africa, the best type or types of machine to use, and further, to return home along the West Coast of Africa, a route hitherto unexplored from the air. This ambitious cruise, made possible by the Air Council, who loaned the machine to Sir Alan Cobham, and organised and financed entirely by private enterprise, was completed when Sir Alan Cobham arrived at Plymouth on May 31st.

It was arranged to extend the flight from Plymouth to include a tour of the chief airports of Britain, in order to show the machine which accomplished so much without regularly organised facilities for morning, re-fuelling and docking. In a few years' time liners and yachts of the air will set out on similar voyages from Plymouth, Southampton, London, Hull, Newcastle, Edinburgh, Glasgow, Belfast, Dublin, Liverpool, Cardiff and Bristol, so that the visit of the machine was an historic event, and the experiences recounted by its captain and crew of more than passing interest.

In Africa, Sir Alan Cobham has been called the "Flying Ambassador of the British Empire," and the result of his mission, combined with that of his previous flight through Africa, should be the establishment of a permanent British air line, bringing Cape Town eventually within eight days of London. Lady Cobham's experiences throughout a flight of 20,000 miles, the longest yet made by a woman, must be unique. As a member of the crew, she has had an opportunity of studying from every angle just those points about comfort to which attention must be paid in order to encourage general passenger traffic by air.

The African flight was one of survey for an aerial trade route which shall bring each territory nearer to its neighbours, and provide a means for development and prosperity through a more rapid exchange of passengers, goods and mails. Administration, settlement and commerce will gain tremendously thereby, and now that the conditions for operation are known with some certainty, and the requirements of traffic gauged, no time need be lost in establishing the first link in this main trunk route from Egypt into the heart of Africa. A subsidy will be necessary to consolidate the work done and obtain the maximum advantage from experience, whilst it is still fresh, but such a subsidy will not need to be permanent, any more than subsidies have been for other forms of transport in the past. Australia has already been able to reduce her subsidies for air lines, where 6,000 miles are in regular operation over country similarly in need of development, and in the United States one-third of the air lines are now paying without a subsidy.

The Short Singapore, all-metal flying boat used by Sir Alan Cobham was fitted with two Rolls-Royce Condor engines of the high-compression type. This type of engine has 12 cylinders with a normal B.H.P. at ground level of 665. The fuel consumption at normal power and speed is 41 gallons per hour.

During the Survey flight, and including the subsequent visits to home ports, no less than 92 "take-offs" and landings were successfully accomplished by the aircraft, and, of course, very complete data was obtained regarding the behaviour of the machine, engines and equipment under the varying conditions encountered. Further reports with charts of nearly 50 flying boat harbours and anchorages in Africa were made for the use of future travellers, with notes on weather conditions encountered on the flight.

BETTER TYRES GIVE LESS MILES.

Despite the improvements that have been made on the automobile tyre in the last few years, the average mileage has decreased, rather than increased, according to the American Automobile Association.

Six reasons for this, set forth by the A. A. A. are:

- 1 High powered engines that permit greater speed.
- 2 Increased traffic, necessitating more stops and starts.
- 3 Improved acceleration, tending toward tyre abuse.
- 4 More powerful brakes that grind off treads.
- 5 Smaller diameter wheels, necessitating more frequent road contact for tyres.
- 6 Improved roads, permitting higher average speeds.



HONG KONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.0 Cubic Inch. Wheel-Base 107 Inches.
Speed 50 M.P.H.

Model	Net Weight	P. O. B. Factory Price	Extras	Packing and Delivery	Net Hongkong Price
Roadster	2-pass. 2,000 lbs.	G\$495	G\$54	G\$816	G\$765
Tourer	5-pass. 2,056 lbs.	495	57	216	765
Coach (2 door)	5-pass. 2,310 lbs.	585	40	265	890
Coupe	2-pass. 2,176 lbs.	595	40	265	900
Sedan	5-pass. 2,396 lbs.	675	40	265	980
Cabriolet	4-pass. 2,376 lbs.	695	40	265	1,000
Landau Sedan	5-pass. 2,396 lbs.	715	40	265	1,020

Hongkong Price includes spare rim Tire & Tube, Bumper, bull Horn, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.0 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

Half Ton Chassis	1,615 lbs.	G\$375	G\$42	G\$455	G\$350
Half Ton Chassis and Cab No. 560	2,015 "	490	20	215	725
Cab Top Express Truck	128 2,280 "	550	20	240	790
Screen Express Truck	103 2,705 "	570	20	265	855
Combination Truck	101 2,330 "	580	20	265	865
Panel Express Truck	205 2,265 "	600	20	250	870
Eight Passenger Bus	34 2,265 "	615	20	255	890

Hongkong Price includes spare rim Tire and Tube, Right Hand Drive.

CAPITOL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 31 at 2,200 Revolutions.
Piston Displacement 170.0 Cubic Inch. Wheel-Base 124 Inches.

One Ton Chassis	2,130 lbs.	G\$520	G\$45	G\$615	G\$730
1½ Ton Chassis	2,230 lbs.	590	115	105	805
1½ Ton (146") Chassis	2,410 lbs.	520	215	185	920

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

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Sedon Cab	No. 506 400 lbs.	G\$ 85	G\$30	G\$ 65	G\$180
Cab Top Body	No. 328 775 lbs.	175	30	115	320
Screen Body	No. 303 950 lbs.	235	30	145	410
Combination	No. 303 1,000 lbs.	250	30	145	425
Panel Body	No. 405 800 lbs.	270	30	135	425
12 Pass. Bus	No. 39 775 lbs.	305	—	150	455

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Today you are invited here to inspect four new models of the President Eight, The Commander, The Director and The Erskine—models in which beauty and grace have been combined with championship performance.

Delightful new colours from which to choose your Studebaker... smartest of upholsteries... fabrics in harmonizing shades... tall, slender headlamps... flat winged cap radiator with "polo cap" sun visor... glistening bright work in tarnish-proof chromium... seats of new design... full fashioned, form-fitting

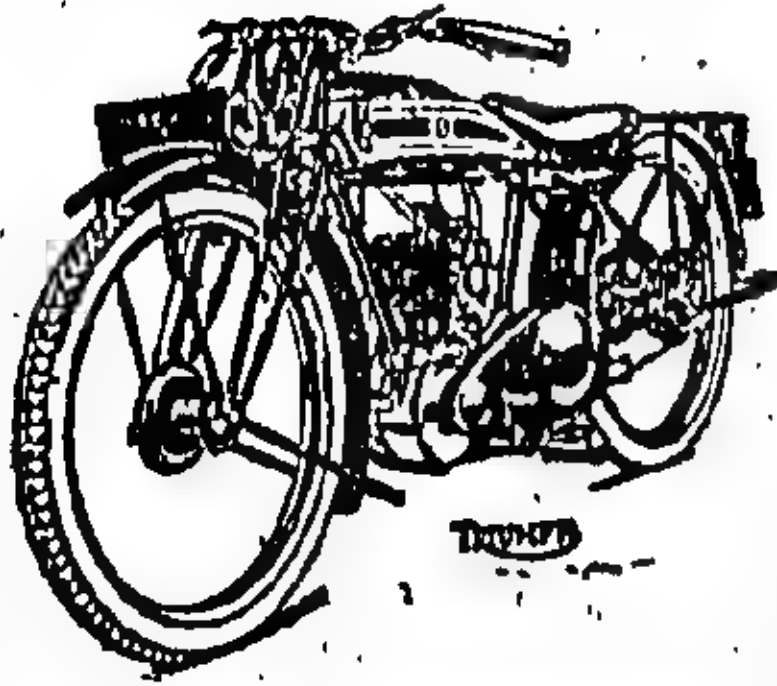
lounges... adjustable steering wheel that responds to your wishes rather than your muscles... new and exclusive ball bearing spring shackles that give riding ease not heretofore possible even in most costly cars... improved four-wheel braking which pulls these Studebakers up smoothly, gently.

These are the cars experienced motorists have been dreaming of for years... spirited, safe, comfortable. Luxury and ahead-of-the-mode style. The 76-year-old reputation of Studebaker assures you utmost dependability and finest quality.

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C/o "Hongkong Telegraph"

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

ACT ON NEW STANDARDS.

American tourists are very welcome in Canada. It is estimated that American motorists, touring that country last year, left behind around \$117,000,000. The number of tourists last year increased 52 per cent. over the visitors of 1926 and Canada expects a further increase this year.

HOME NIGHTMARE FOR MOTORISTS.

200 Offences in Motor Traffic Legislation.

I would advise motorists not to read this article just before going to bed (writes a *Daily News* correspondent.) It would make an awful nightmare. By the law of England to-day, if you own and drive a motor-car you just face the appalling fact that it is possible for you to commit nearly 200 offences.

Sir Arthur Spurgeon underestimated the list according to a Scotland Yard official, who said that, in his opinion the number of possible offences is nearer 300.

"It is impossible to estimate them," he said, "unless you put a staff on the job to go through the various Acts and regulations, extending as far back as 1835, as well as all the orders that are always being made under those Acts."

Ignorant of Risks.

I suggested that, if a motorist was liable to be prosecuted for all these offences it seemed reasonable to ask that at least he should know what the offences are, but short of a Herculean task, it appears that car owners will remain in ignorance of the risks they run of falling foul of the law, for there is no concise list in existence, according to the authorities.

An official at the A.A. headquarters said: "Speaking very broadly, we publish a list of offences in our hand-book, but we could not specify them all, or set them out. There is no convenient list, as far as I know, that gives all the offences, but the new law which has now been before Parliament for some time will gather all motoring legislation under one head, and it is about time that that was done."

According to the police authorities some motoring offences are fixed by the old Highways Act of 1835. Then there are the Motor Car Act of 1903, and all the Orders made thereunder, the Roads Act of 1920, the Road Transport Lighting Act of 1920, the London Traffic Act, which is applicable to a radius of 25 miles around London, and a lot of legislation in the shape of Statutory Orders.

"Involved Regulations."

"To get a complete list of the offences you would have to go all through these orders and acts," said the authority. "You could certainly consult the Metropolitan Traffic Manual, but the most recent edition is 1922, and a vast number of orders have been made since then. To enumerate all the offences would need columns of a newspaper, because many of the regulations are involved, and the whole wording of the section would have to be quoted."

It was possible to obtain at Scotland Yard a list of the offences for which it has been stated the police will, in the first instance, issue merely a warning.

"The question of issuing such a list is a matter for the Commissioner only," said the official, "for, after all, an offence is an offence, and speaking for myself I am not prepared to say that any offence against the law would be dealt with by warning only."

Application at the Ministry of Transport was met with the reply, "It is a matter for the police."

How many of these 200 (estimated) offences do you know, my fellow motorists?

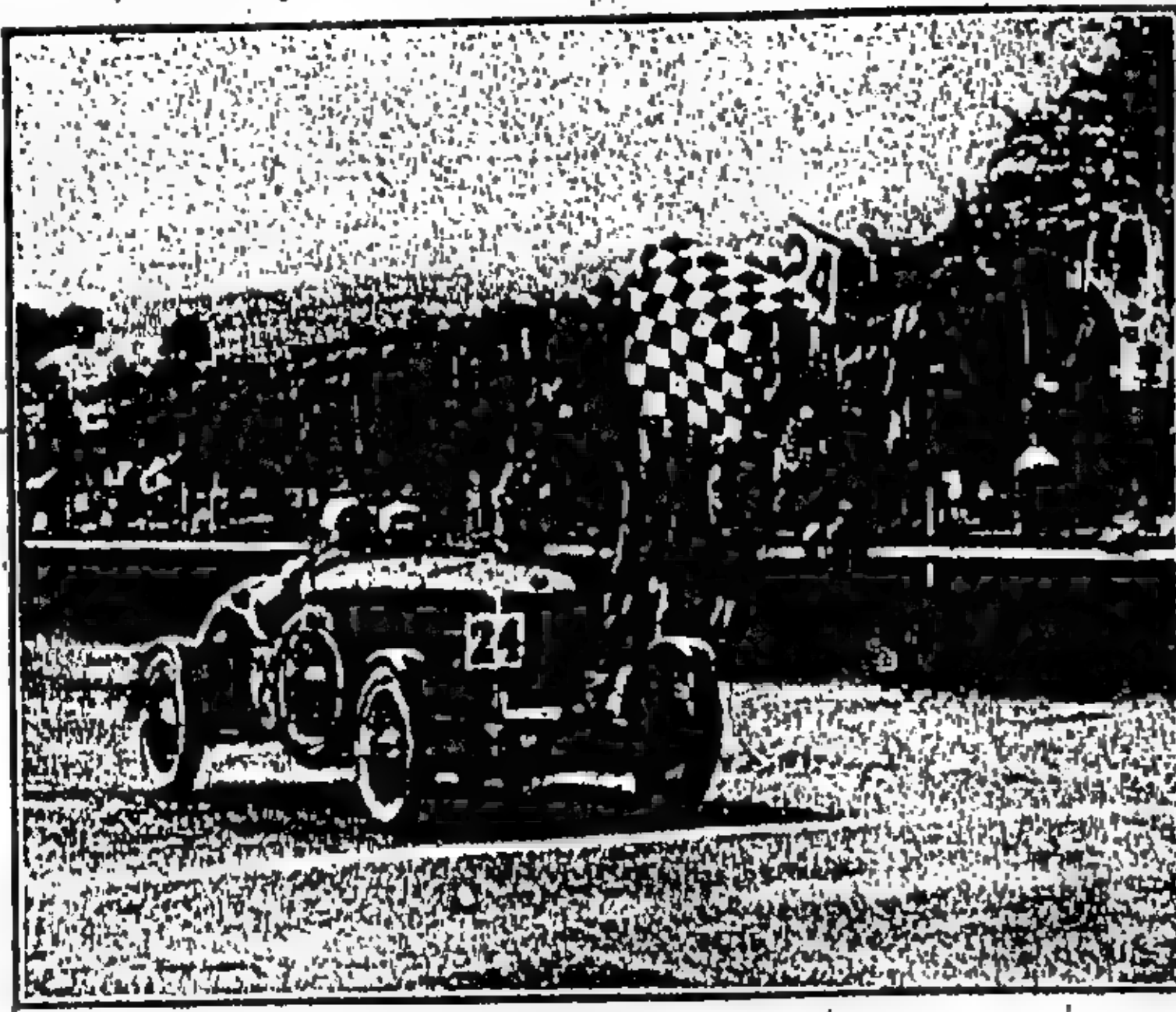
Magistrate's Complaint.

Sir Arthur Spurgeon, the Croydon magistrate: That list I referred to was handed to me by the police, and I afterwards handed it back. It contained 88 possible offences, but, of course, there may be many more. I do not know. There are about 20 headings, speaking off-hand, under which you might put the majority of motoring offences brought before the courts. The police may have selected 88 as those likely to be dealt with in the courts.

"The list shown to me had three schedules. Schedule A contained 35 offences, and for these there is no warning, but prosecution. Schedule B, numbering 17 cases, will be dealt with according to the circumstances. The police will use their discretion as to whether they will issue warnings or not. Schedule C, numbers 35 offences for which for the first offence the police will issue a warning.

"My chief complaint is this: who is to record these warnings, and how will magistrates know? Scotland Yard will issue the warnings, but it will be unfair if the warnings are to be reported. The man, after all, has not been convicted, but simply warned."

PASSING THE WINNING POINT.



Of 45 competitors in the International Road Race held recently at Belfast, only 12 survived the struggle. The event, which was watched by over half a million people, was won by Kaye Don, the well-known British driver, with a Bentley. The above picture shows the number of the winning car being hoisted as Kaye Don passed the grand stand.

TECHNICAL TERRORS.

Motoring Fiction as She is Wrote.

Lately a lady novelist has been fined for driving recklessly. Since she began her career, the fiction-writer is inclined to deal with motors in a reckless manner. The lady novelist, adaptive creature, I should have thought by this time would arrive at what her "strong and silent" heroes teach her About a motorcar and how to drive.

"The long, grey motor with the rakish bonnet Ate up the road." How often have we read it! The differential willed 'neath its load Of ill-starred passengers." Has she not said it? "Our heroine, sensing a hidden turning Impending in the offing, stopped her ears To drown the shrieks of maddened flywheels churning And gnashing teeth that told of red-hot gears."

The fiction writer often knows so much about Extraordinary motor technicalities; She throttles sparking plugs and throws the clutch about; Why, then, when faced with highway actualities, Is it a wonder that she makes mistakes? Experience in this instance cost too much. Why didn't she "switch off the vacuum brakes," "Retard the mixture" and "throw out the clutch?" FRED GILLET.

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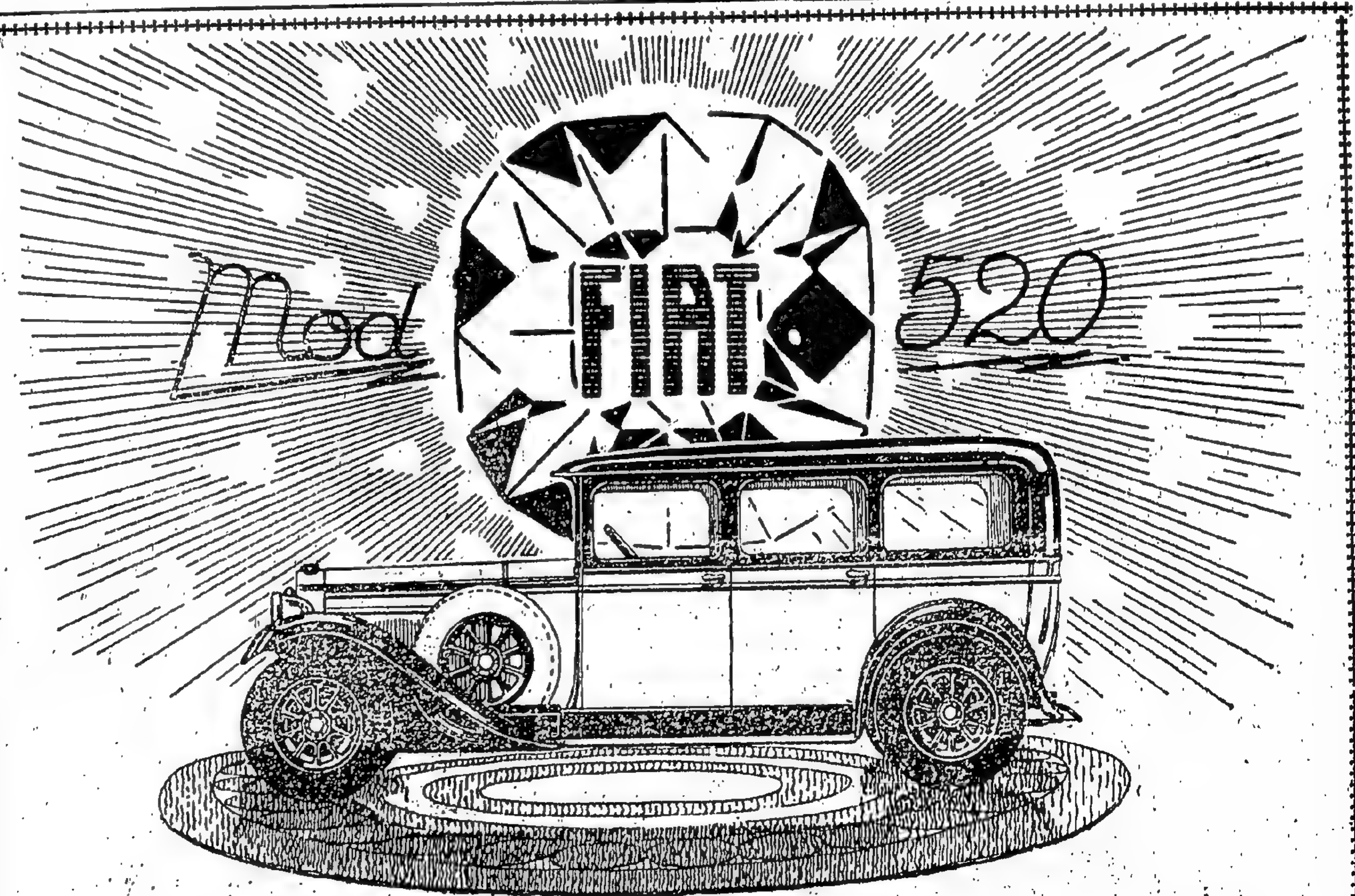
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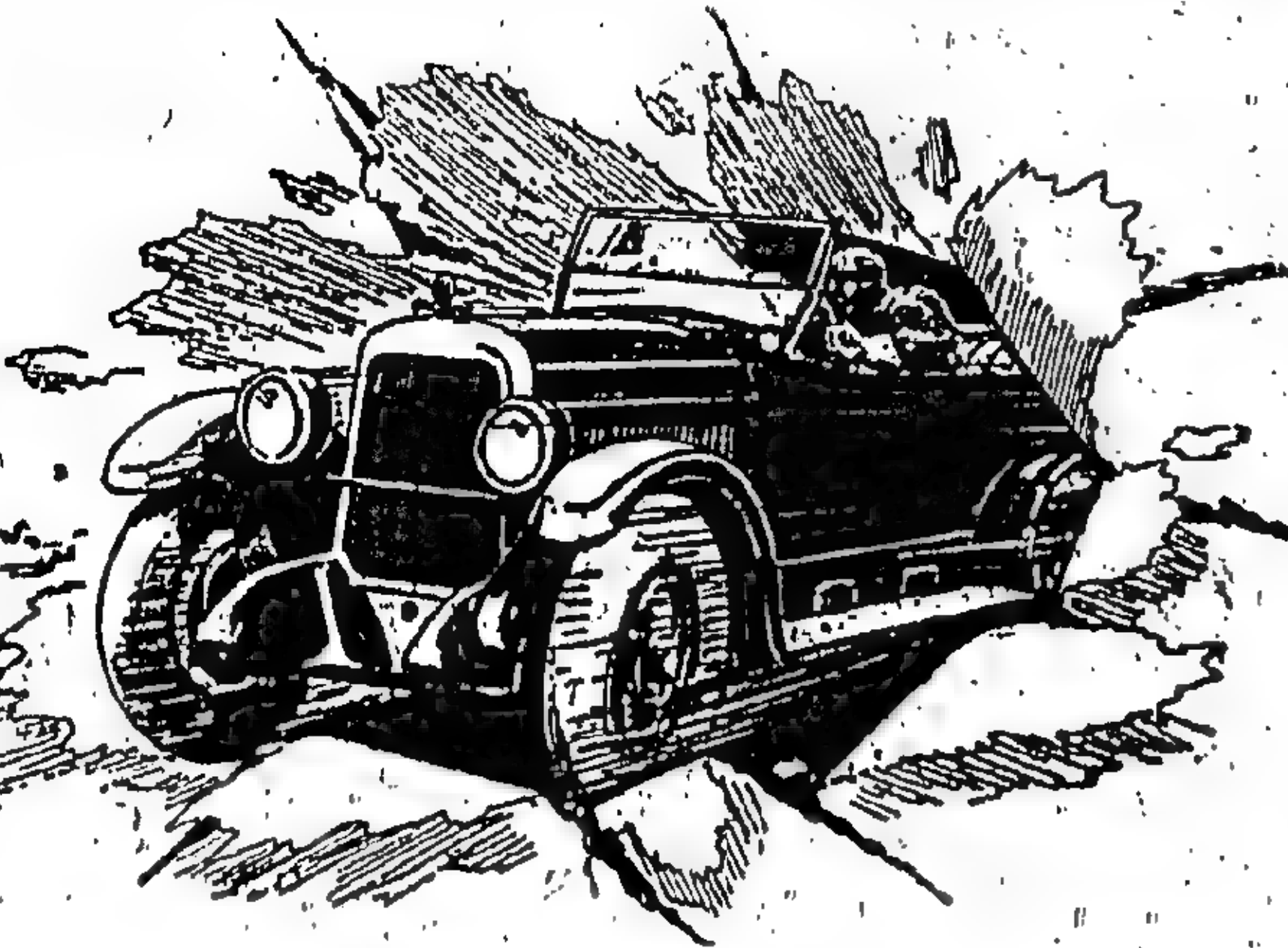
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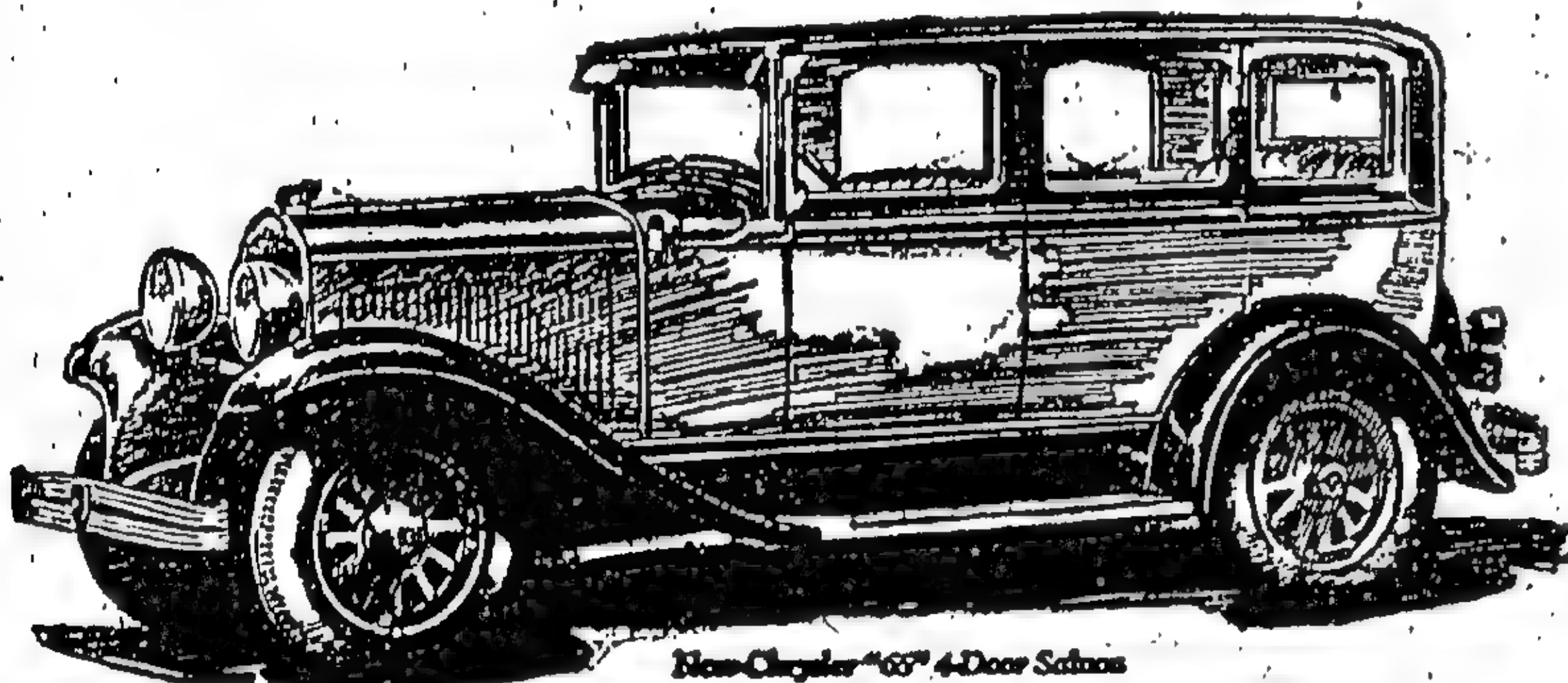
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New CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices... It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style... It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars... In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—65 h.p.—"Silver Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pick-up—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly feature; new, slender profile radiator—new bowl-shaped lamps

—beautiful cowl moulding and cowl lamps—new, longer chassis and longer, wider, roomier bodies—new arched window silhouettes—new "air-wing" full-crowned wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Luxury hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
AVOID SLIPPING THE CLUTCH.

Modern clutches work so easily that they may be partly disengaged and caused to slip somewhat, even when very slight pressure is applied to the pedal. An inexperienced operator, who is timid and nervous and who drives with his foot on the pedal, so as to be ready to disengage it instantly in an emergency, may unconsciously press it hard enough to cause, long continued slipping, without realizing it. When the two members of the clutch slip, for any considerable length of time, the fabric facings of the discs rapidly wear thin and become glazed over with particles worn from the rubbing surfaces, resulting in harsh and uncertain clutch action and calling for early readjustment and eventual replacement of the facings. Moreover, slipping involves loss of power, the engine runs needlessly fast and unnecessary wear is imposed upon the bearing and other parts of the disengaging mechanism. Whenever the engine is heard running faster than it should, considering the speed of the car, the clutch is slipping. It is bad practice, especially for the inexperienced or nervous operator to drive with his foot on the clutch pedal—except possibly when in congested traffic—because of the likelihood that unintentional slipping will result from foot pressure being involuntarily applied. Intentional slipping, for the purpose of picking up speed on high gear, when a car is slowed away down, is very hard on the clutch and should be avoided, by shifting to a lower gear, on which the engine will readily speed the car up, with the clutch in full engagement. A good rule to follow is always to keep the clutch in positive engagement except when the car is being started from rest and at those instants when gears have been shifted, or when the car is about to be stopped.

Loss of Oil from Axle Housing.

Question: The rear axle housing of my car is supposed to need refilling once in 3,000 miles, but by removing the oil plug, I find that the supply is nearly exhausted after 700-800 miles of driving. Where does it go to? I find a little gear oil on the garage floor, but not enough, it seems to account for such a loss as this.

Answer: No doubt most of the loss occurs when the axle is in action and very little while it is at rest. Probably the escape takes place along the shafts and out at the wheels to the inside of the brake drums, past the felt washer that is located in each end of the axle-housing, just inside the outer shaft bearing. If, upon removing the rear wheels, you find oil in their brake drums, this theory is probably correct and putting in new felt washers should stop the escape. Another possibility is that the oil is lost through the neck of the housing, past the pinion-shaft bearings and the oil retaining washers at this point. These can be tightened, if you find evidence of oil loss there.

TYRE INFLATION.

Points to Remember.

"Tyre mileage life and service depend on several factors," according to Mr. M. B. King, of the Dragon Motor Car Co., Ltd., the Firestone agents in Hongkong. "These factors include the tyre, driver, car, roads, and last but not least, on using tyres large enough for the heaviest load placed on them at any time and keeping them inflated to the correct pressure."

"Nearly every day some one will say to us, 'Why do some people get 25,000 miles from their tyres when the best I ever got is around 10,000 miles? How do you account for that?'"

"The trouble is not with the tyres, but with the way they are overloaded or underinflated. Nothing—man, beast or mechanical device—can stand up under great abuse. The remedy is to provide tyres large enough for the maximum load that may be placed on them and to keep them properly inflated."

"Reasonable care and regular inspection of tyres for minor injuries and checking of air pressure will enable the motorist to get the most in mileage and useful service."

WANTS 100-FOOT ROADS.

E. E. East, chief engineer of the Automobile Club of Southern California, recommends that all state highways in the future should be 100 feet wide.

RECKLESS DRIVING.

Effective Action in California.

The public safety department of the California State Automobile Association finds that the most effective way of curbing reckless drivers is to take away their driver's license.

But states that have no laws requiring drivers' licenses—and the majority are unfortunately still in that class—can do no such thing. So reckless driving goes on despite arrests, fines and imprisonments.

The worst punishment a motorist can get is to be deprived of the use of his car for any appreciable length of time. New York knows it, so does California, for these states do just that to drivers arrested for violating certain traffic ordinances.

Only trained men who have passed an examination may operate a locomotive, points out the National Safety Council. But in many states, any boy or girl, any deaf person, any insane person at large may drive an automobile, which is even more dangerous a machine than the locomotive. The locomotive cannot leave the tracks and dash into a crowd. It is controlled by numerous safety control devices, it is constantly inspected and it is always under the guidance of two men, not one.

Yet it is much more difficult to obtain permission to drive a locomotive than it is to drive an automobile. Even the most stringent driver's license law can't come up to the demands made upon locomotive engineers. At least it diminishes the chances of accident so prevalent today.

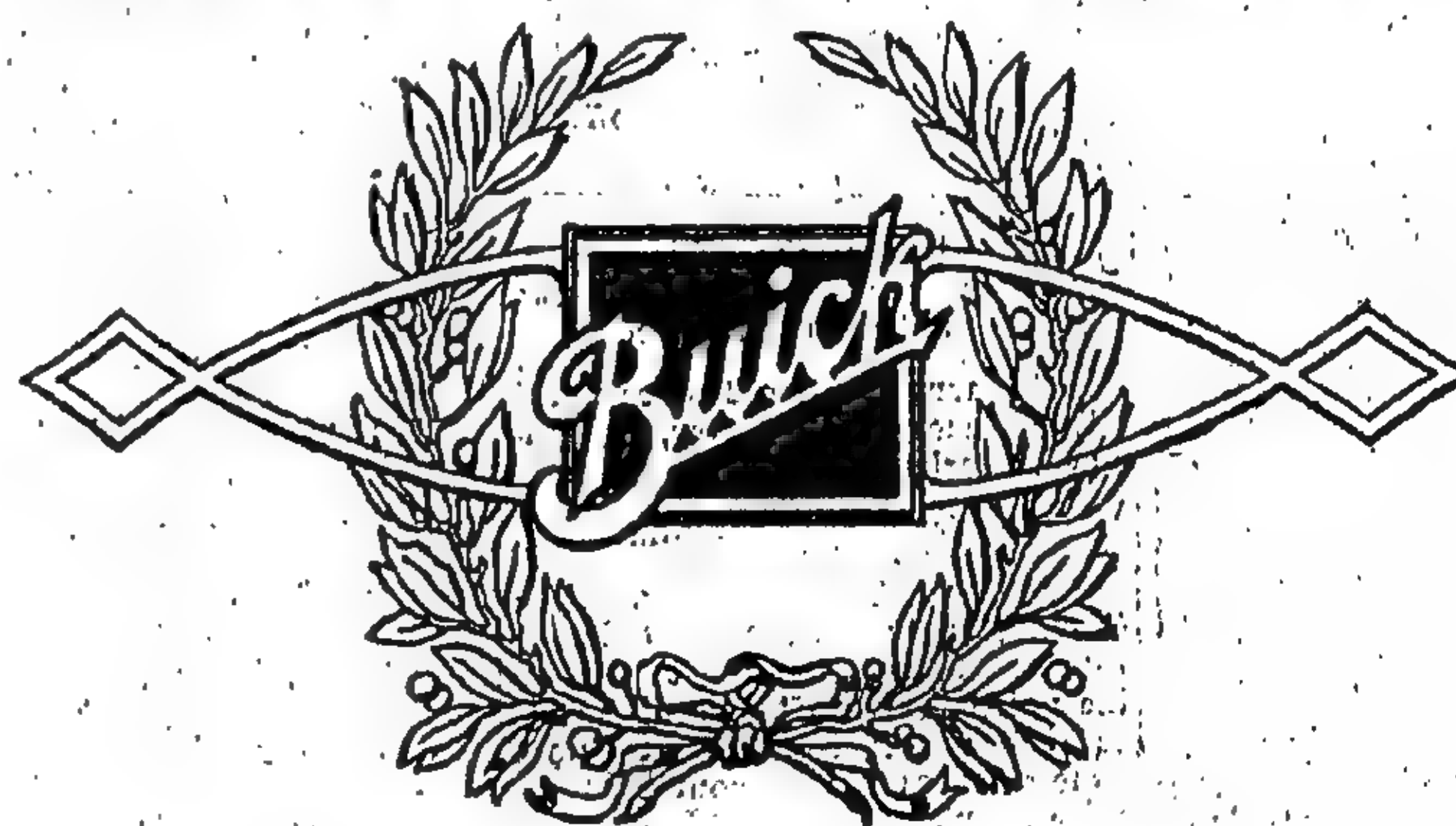
It is regrettable that only a minority of the states have as yet adopted such a law.

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WATCH YOUR SPEED.

Speed limits in the United States range all the way from 20 miles an hour in Massachusetts to 45 in Alabama, Florida, Nevada and North Carolina. Michigan and Montana have no set maximum on open roads.

A COSTLY ROAD.

A "super-highway" extending for 42 miles from Glasgow to Edinburgh, Scotland, is being projected. The road will have two traffic lanes, each 30 feet wide. It is estimated the road will cost £40,000 a mile.

NEW SAFETY DEVICE.

An electric safety valve, which warns motorists of short circuits in the auto's electric system, has been adopted as standard equipment on Studebaker cars. It takes the place of a fuse, and is mounted back of the instrument board.

ORIGIN OF PETROLEUM.

How Motor Fuel Was Evolved.

In this "Radio Talk to Motorists" the experts of the Engineering Division, Automotive Department, Vacuum Oil Co. Pty. Ltd., discuss the origin and occurrence of petroleum, the mineral which has played such a big part in the progress of the world during the past few years.

There is hardly any subject which offers a larger field for controversy than that of the origin of petroleum. Theories as to how it has been formed have been advanced as far back as 1834, but still no definitely satisfactory solution has been arrived at. The chief difficulty which has to be

overcome is, firstly, that the different crudes vary considerably; and, secondly, that the same sort of crudes are found in totally different types of rocks. The first theory to be advanced was that petroleum had been formed by volcanic or mechanical means, i.e., the varying temperatures and pressure inside the earth had caused certain chemical reactions to take place with the ultimate formation of petroleum.

It has been found by chemical analysis that petroleum consists of a number of different combinations of carbon and hydrogen called hydrocarbons. Certain of these hydrocarbons can be made in a laboratory by mixing together carbon and hydrogen under suitable conditions of temperature and pressure. These conditions might have been attained at some period of the earth's formation; however, nobody has yet been able to make either crude petroleum or its products in a laboratory. Owing to various other evidence, present-day opinion is decidedly against this theory. This leaves us with other theories, one of which is that petroleum is of animal origin, and the other that it is of vegetable origin. Each of these theories has its supporters, and there is a considerable amount of evidence in favour of each. The theory of the animal origin of petroleum rests largely on experimental work. By distilling the oil obtained from certain Japanese codfish, kerosene has actually been made identical with that obtained from ordinary petroleum. Paraffin wax has also been obtained from this fish oil. If this theory were correct, large masses of animal matter would have to be accumulated in one place to produce petroleum in the quantities in which it is found. One of the chief objections to this theory is that no masses of animal matter are being accumulated at the present day, but, of course, it is always possible that these accumulations have occurred in the past. Another objection is that animal remains would contain a large amount of phosphorus, whereas this is rarely associated with petroleum. The theory of vegetable origin rests on much surer evidence than either of the other two. We know for certain that there have been vast accumulations of vegetable matter, and that these accumulations are still being formed at the present day.

It has also been found that coal, when distilled, will yield very similar products to those obtained by the distillation of petroleum, and there is no doubt that coal is of vegetable origin. Whether vegetable remains have passed under certain conditions into coal and under others into petroleum, or whether coal is an intermediate stage in the production of petroleum, is not definitely known as yet. As regards Mexican petroleum, there is excellent evidence to show that it has been formed from a certain kind of seaweed which is present in large quantities in the Gulf of Mexico. Generally, the geological evidence is rather confusing, as some point to an animal origin and some to a vegetable. Different oils have undoubtedly originated in different ways, but the majority are most probably of vegetable origin.

It is a curious fact that petroleum appears to have, in some cases, a very injurious effect on the surrounding vegetation, and in regions where the rainfall is small the oil-bearing areas are usually barren wastes, with practically no vegetation at all. Yet in other countries where the rainfall is abundant the vegetation suffers very little; in Borneo and Sumatra we find dense tropical forests growing in ground covered in oily slime. The presence of petroleum in a certain district does not always give rise to surface indications. Many of the largest oil-fields of the world owe their discovery to the casual striking of oil in wells sunk for water. In some regions the presence of oil is indicated by seepages to the surface; on two occasions, in 1908 and 1909 great quantities of oil suddenly issued from cracks in the ground along the trans-Caucasian railway in Russia, temporarily putting the line out of action.

In some of the American, Russian, and Mexican fields, as soon as the drill reached the oil-bearing rock, it rushed forth in an enormous gusher, often reaching a height of several hundred feet. In the early days, hundreds of tons of oil were lost before the gusher could be brought under control, but in most instances, nowadays, these gushers can be controlled fairly quickly. These gushers are due to the pressure exerted by enormous quantities of natural gas, the pressure often rising to over 1,000 lb. per square inch. In many oilfields this gas escapes from cracks in the ground; it was this gas escaping that caused the eternal fires of Baku. Nowadays, this gas is put to commercial use, and in Alberta, Canada, the town of Lethbridge is lit by this natural gas, as was also the Queensland town of Roma. The presence of natural gas does not always mean that petroleum is present but it is usually associated with it. A very important product obtained from natural gas is carbon-black. This is used as a pigment chiefly in the manu-

ECONOMIC TRANSPORT.

Milage at a minimum of maintenance is, in a phrase, the desideratum of every owner of a commercial motor vehicle, but the record of a Bolton firm in this respect is possibly unique.

This firm ran a Thornycroft 30-cwt. vehicle for two and a half years, and completed nearly 40,000 miles at a total cost for repairs of 19/4d.

It is no exaggeration to say that only a vehicle of first-rate design and workmanship could give such trouble-free and economical service for years, and it is unquestionably the consistent reliability of Thornycroft vehicles assuring for them ever increasing demand amongst discerning and experienced users of motor transport.

TAX KEEPS UP ROADS.

According to the U. S. Bureau of Public Roads, 96 per cent of the gasoline taxes gathered in the country are used for road improvements and upkeep.

facture of printing ink, and is much superior to lamp-black. It is also used in the rubber tyre industry. In the natural gas obtained in certain oilfields there is a considerable amount of petrol which is recovered by a compression process. In America this industry has reached large proportions, and the petrol obtained is known as "casing-head gasoline." The American oilfields are by far the largest and at the present time they produce about 70 per cent of the world's supply. Mexico is the next largest producer, with about 10 per cent, and then Russia with about 5 per cent.

The oilfield in Venezuela has only been developed within the last three or four years, and in 1925 the output had reached nearly two and one half million tons. The crudes from the different fields vary greatly in character. Although all petroleum consists of different combinations of carbon and hydrogen, called hydrocarbons, there are many different kinds of these hydrocarbons, and the oil varies according to which of them are present. In the refining process one kind can be got rid of or changed into another kind, so you can see that the quality and character of the finished product depends more upon careful and tried refining processes than on the character of the original crude.



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HIGHWAYS IN U. S.

There are 3,001,825 miles of road in this country. Of all this mileage, only 666,000 miles have been improved to some degree.

CANADA'S WELCOME.

Forty standards, both new and revised, were presented to the Society of Automotive Engineers at their summer meeting in Quebec.

ONE TO 94 IN CUBA.

Cuba, with one automobile to every 94 persons, ranks twenty-second in the world census of automobile registrations.

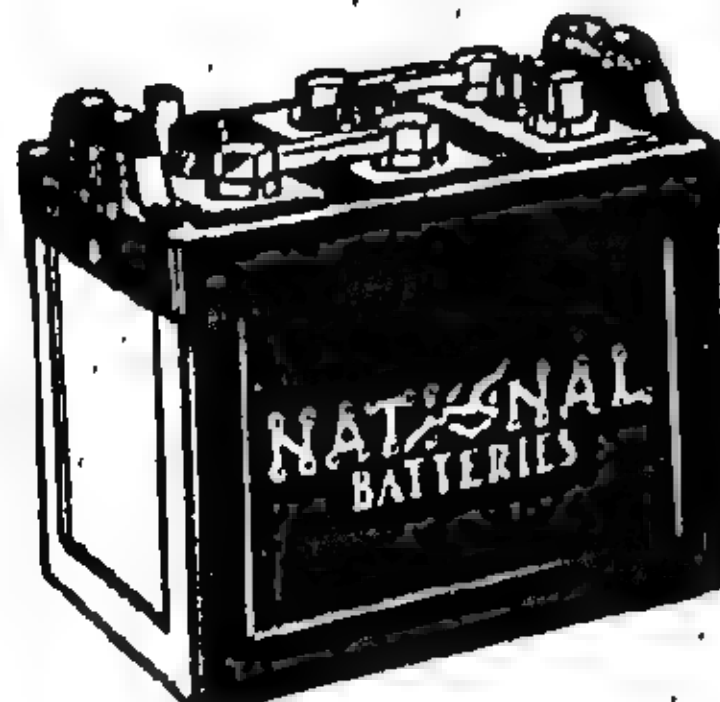
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613RF	Buick, Studebaker light & Std. 6, Gardner, Willys-Knight.	\$27.50
613SF	Auburn 8, Buick M. 6, Chandler, Hudson, Packard 6.	\$32.50
615RF	Chrysler 72 & 80, Studebaker Big & Spec. 6, Packard 8, Nash, La Salle, Cadillac.	\$40.00
127SF	Dodge before 1926, Graham Truck.	\$45.00

your next battery should be a NATIONAL.

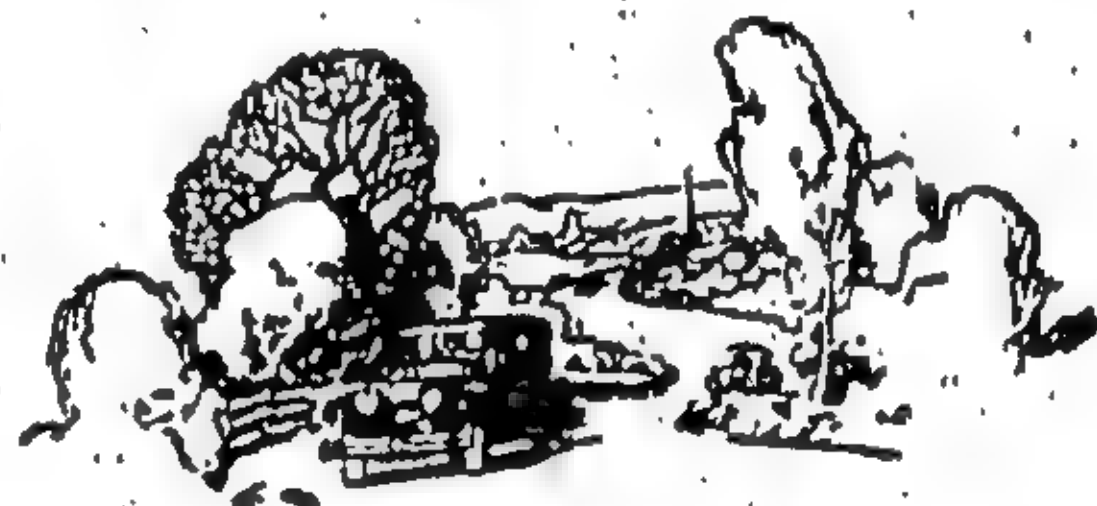
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No. 3 Why good roads are hard on engines

To-day four miles of smooth road stretch out before you to every mile that beckoned a year ago.

Watch your speedometer. On a smooth road you get more comfort at 40 miles an hour than a rough road will give you at 20 miles.

But note this:—

The load on your engine increases rapidly as you press down the accelerator. Engineers know that it takes three times as much power to run a car at 40 miles an hour as it takes to run the same car at 20 miles an hour.

In other words. As the speed doubles—the power requirement trebles.

Where does this power come from? The engine. How? By providing more power impulses—more revolutions of the crankshaft—more piston strokes.

With this increased work your oil must travel faster—that's sure. It must resist more friction—that's certain. It must stand up under more heat—that's inevitable.

MAKE THE CHART YOUR GUIDE.

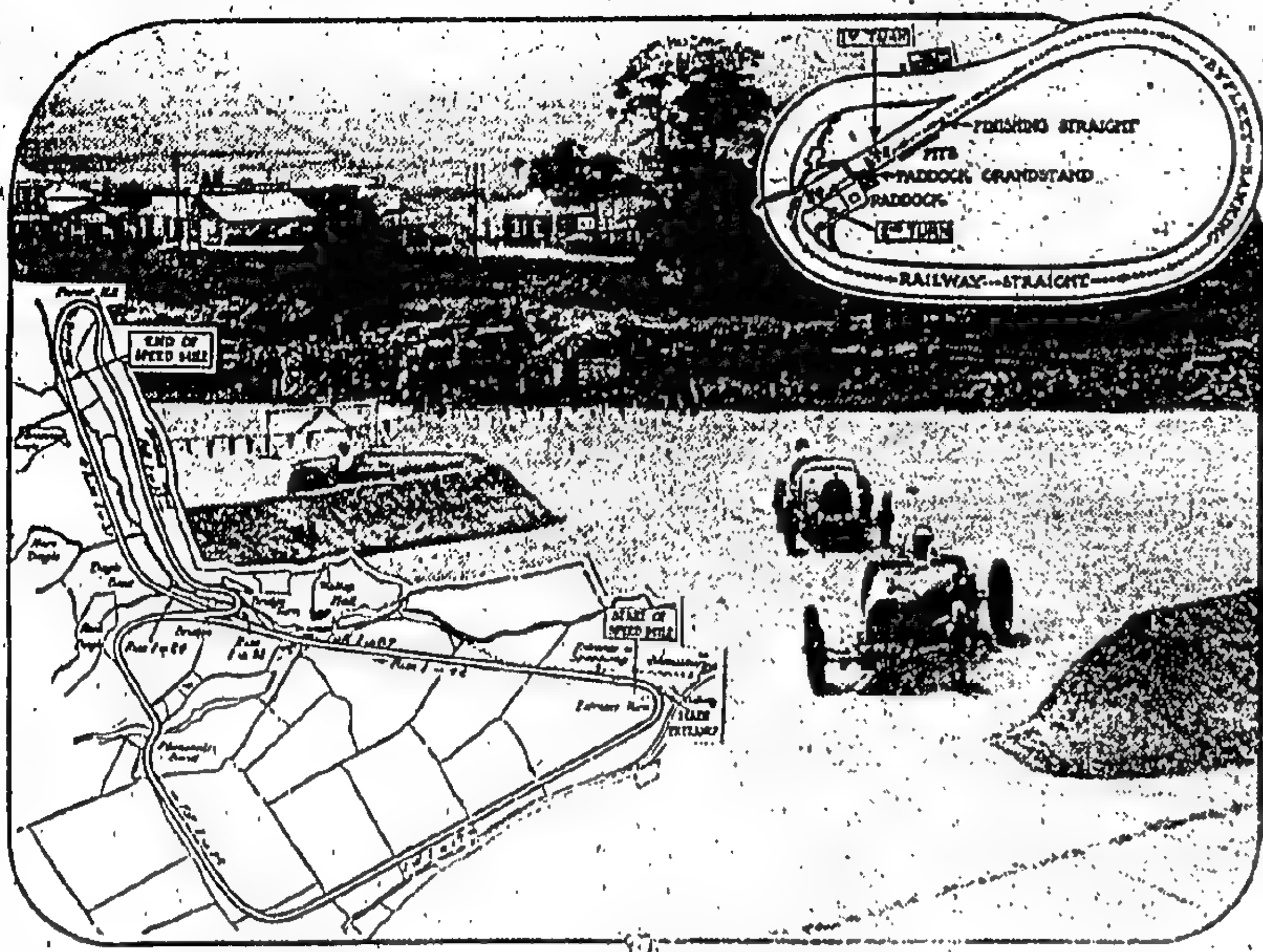
The correct grade of Gargoyle Mobiloil for engine and gear box lubrication of passenger passenger cars are specified below. (If your car is not listed here, use the nearest Mobiloil Chart as the proper guide.)

Grade of Passenger Cars	1928	1927	1926	1925
Any engine 15 h.p. or over	A	B	C	D
Any engine 12 h.p. or over	A	B	C	D
Any engine 10 h.p. or over	A	B	C	D
Any engine 8 h.p. or over	A	B	C	D
Any engine 6 h.p. or over	A	B	C	D
Any engine 4 h.p. or over	A	B	C	D
Any engine 3 h.p. or over	A	B	C	D
Any engine 2 h.p. or over	A	B	C	D
Any engine 1 h.p. or over	A	B	C	D
Any engine 1/2 h.p. or over	A	B	C	D
Any engine 1/4 h.p. or over	A	B	C	D
Any engine 1/8 h.p. or over	A	B	C	D
Any engine 1/16 h.p. or over	A	B	C	D
Any engine 1/32 h.p. or over	A	B	C	D
Any engine 1/64 h.p. or over	A	B	C	D
Any engine 1/128 h.p. or over	A	B	C	D
Any engine 1/256 h.p. or over	A	B	C	D
Any engine 1/512 h.p. or over	A	B	C	D
Any engine 1/1024 h.p. or over	A	B	C	D
Any engine 1/2048 h.p. or over	A	B	C	D
Any engine 1/4096 h.p. or over	A	B	C	D
Any engine 1/8192 h.p. or over	A	B	C	D
Any engine 1/16384 h.p. or over	A	B	C	D
Any engine 1/32768 h.p. or over	A	B	C	D
Any engine 1/65536 h.p. or over	A	B	C	D
Any engine 1/131072 h.p. or over	A	B	C	D
Any engine 1/262144 h.p. or over	A	B	C	D
Any engine 1/524288 h.p. or over	A	B	C	D
Any engine 1/1048576 h.p. or over	A	B	C	D
Any engine 1/2097152 h.p. or over	A	B	C	D
Any engine 1/4194304 h.p. or over	A	B	C	D
Any engine 1/8388608 h.p. or over	A	B	C	D
Any engine 1/16777216 h.p. or over	A	B	C	D
Any engine 1/33554432 h.p. or over	A	B	C	D
Any engine 1/67108864 h.p. or over	A	B	C	D
Any engine 1/134217728 h.p. or over	A	B	C	D
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Any engine 1/4294967296 h.p. or over	A	B	C	D
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RACING HAZARDS IN ENGLAND.

Hairpin Turns—Steep Hills—Rough Roads.

AN AMERICAN IMPRESSION OF BRITISH MOTOR RACING.



Photograph of the home stretch on the Brooklands race track in England showing the hazardous turns around bunkers made by the drivers. Outline of the Shrewsbury track is at lower left.

London, Aug. 18th.—When it comes to automobile racing, America is a tame country.

Leave it to the British and the French to provide the excitement in this game, which goes on almost constantly the year round on this side of the Atlantic.

There are race tracks here, with long straightaways and banked turns, similar to those on American tracks. But these are only

mild reliefs in an otherwise strenuous course in this country.

For no race is a race in England unless physical hazards have been put up that try the stamina and skill of the best drivers. Hairpin turns are one of these hazards. Bunkers, like those on golf courses, but set at such angles to one another and so close together as to demand the utmost care and skill on the part of drivers, are another.

Few "Easy" Races.

The Brooklands race course is the most popular and most commonly used of all in the British Isles and Europe. Both British and European cars compete, and races of all sorts are run almost the year round. Hardly a race, however, is straight around the track.

There's a long straightaway and a banked turn, but the home

stretch is the most difficult piece to manoeuvre.

As the cars come down the stretch from the banked turn, they may either meet a series of posts and bunkers, through which they must weave their way cautiously and still as speedily as possible, or they might have to make a hairpin turn the width of the track itself and come back around another short turn before meeting the straightaway again.

Several times around the track they go, each time meeting these obstructions and forced to manoeuvre them as quickly and safely as possible. Races are run for 50, 100 and 200 miles, requiring from 20 to 75 revolutions of the two and a half mile track.

Collisions Are Imminent.

It's a dizzy job which only the best drivers can survive. Many a time, there's danger of a serious collision, at the bunkers, where drivers take short turns and come close together.

Even more hazardous are the natural courses set up in England and in parts of the continent. The Le Mans course, over which the races for the French Grand Prix are run annually, is especially dangerous, for it includes bad roads, steep inclines, difficult turns and narrow by-passes.

About eight miles outside of Shrewsbury, in England, a new course is being laid out that will be the equal of the Le Mans course, if not superior. Here the road, of ordinary asphalt, rises and falls, makes sharp turns and has long straight stretches, to test the abilities of the drivers.

At one point there's an incline up Forest Hill of from one foot in six, to one in three, and at the steepest part, there's a dangerous hairpin curve just as the road begins to wind downward.

Turns of All Sorts.

Farther on along this course, after a fall of one foot in 13, there's another sharp turn over a bridge.

SPEED RECORDS.

What Becomes of the Cars?

What becomes of the Studebaker cars that break endurance and speed records is a question often asked by motorists who find it hard to believe that any car, regardless of its durability, can stand up under the strain of long sustained speed, such as the famous 25,000 miles and still be in condition to run after the grind has been completed.

The best answer is found in a pair of strictly stock Studebaker Commander roadsters, both of which covered 25,000 miles on the Atlantic City speedway at an average speed of 65.31 miles per hour. Both cars are now in daily service, and both have more than 50,000 miles on their speedometers.

One of these famous Commanders is in the hands of Ab Jenkins, who holds the transcontinental record from New York Harbour to San Francisco Bay, made with a fully equipped stock Commander sedan. The other is serving Ralph Hepburn, the race pilot, who is campaigning the big board speedways in quest of the American Automobile Association racing championship.

That the Commander loses none of its championship speed in spite of the most severe use was demonstrated not long ago on the boards of the Atlantic City speedway during the unique tests in which women drivers piloted Studebaker cars in 500 mile endurance runs.

One of the cars used was Ab Jenkins' Commander roadster. When the first of the four feminine pilots settled herself behind the wheel for the start of the run, the speedometer registered just 51,650 miles. During the next 338 minutes the Commander proved the old saying that a stout heart knows no age by whirling around the mile and a half board speedway at an average speed of 77.21 miles an hour for 500 miles.

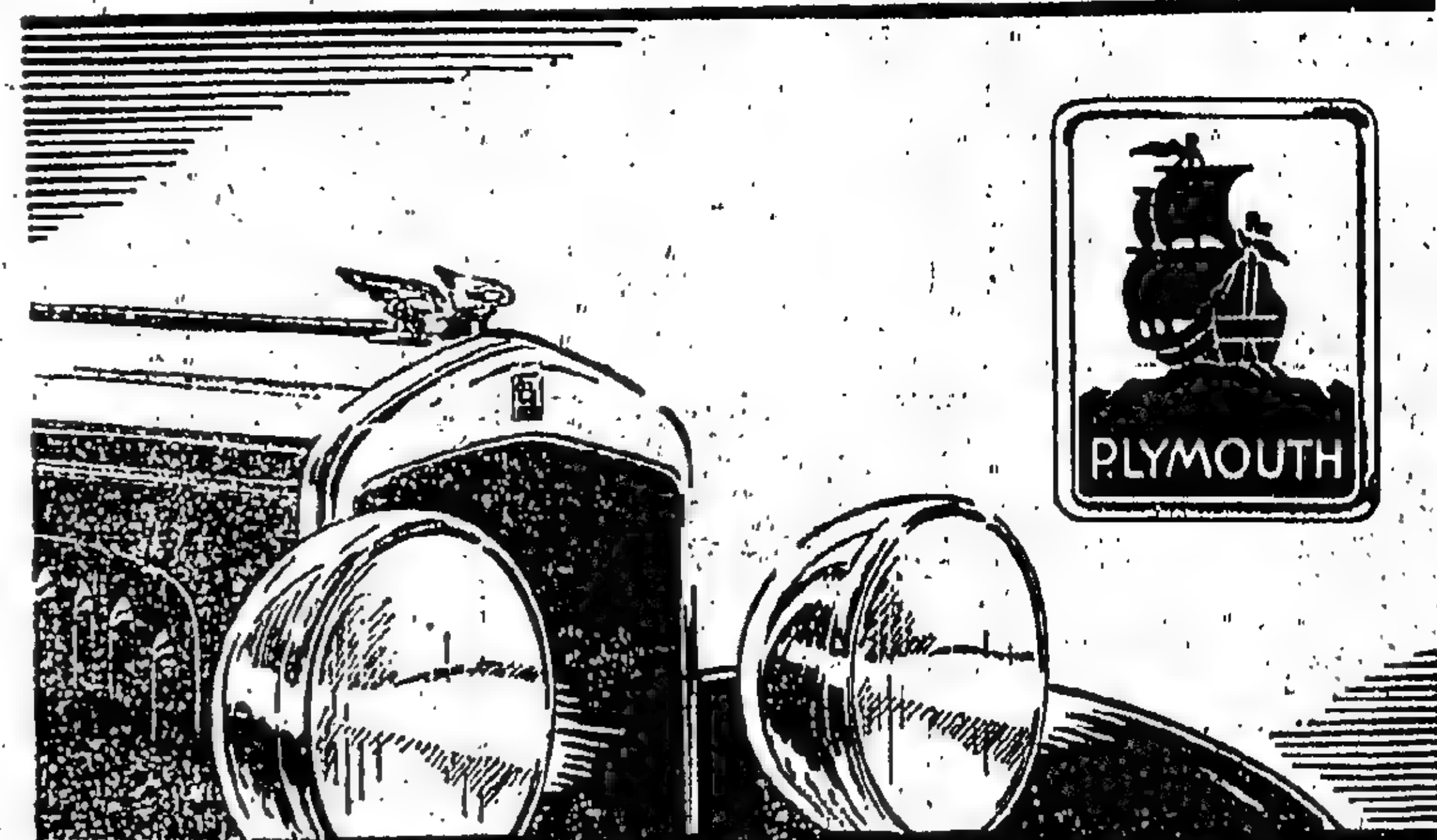
Many times during the run the speedometer rolled past the "80" mark. At the end of the run the pilot, who drove the finishing laps, was so jubilant over the performance of the car that she kept on going for another 5 laps, turning them at an average of 82.1 miles an hour just to prove that neither she nor the car were the least bit wearied by their experience.

Driven Off.

Though there were 12,529 horse-drawn stages registered in Paris in 1900, only 51 of them remain.

Taxis have driven them off the streets. Parisian taxi-drivers nearly scarred a large portion of the A.I.F. to death, so that a gentle creature like the horse had little chance of surviving.

NEW CHRYSLER PLYMOUTH



A New Car..A New Car Style..A New Zenith of Low Priced Car-Luxury and Performance

New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointment detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterize fine cars of higher price.

It is so revolutionary an advance over other low-priced cars, it is such conclusive evidence of the past year's strides in the science of motor car manufacturing that you will surely want to see it and drive it.

A Plymouth ride is the best demonstration of the ease with which it leaps from 5 to 60 and more miles per hour—the quiet of its power and the smoothness of its flight. You yourself must

put your foot to the light-action internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

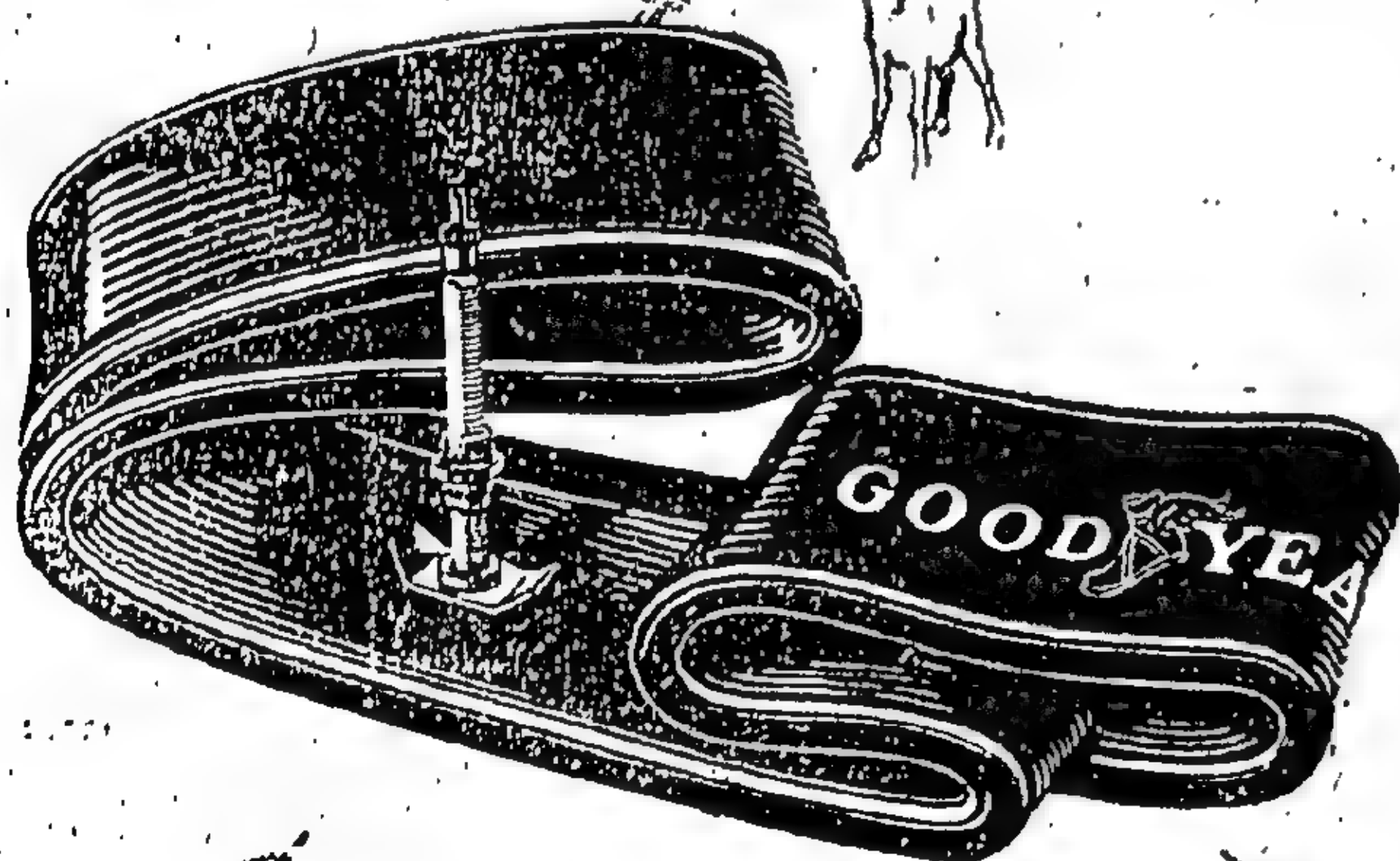
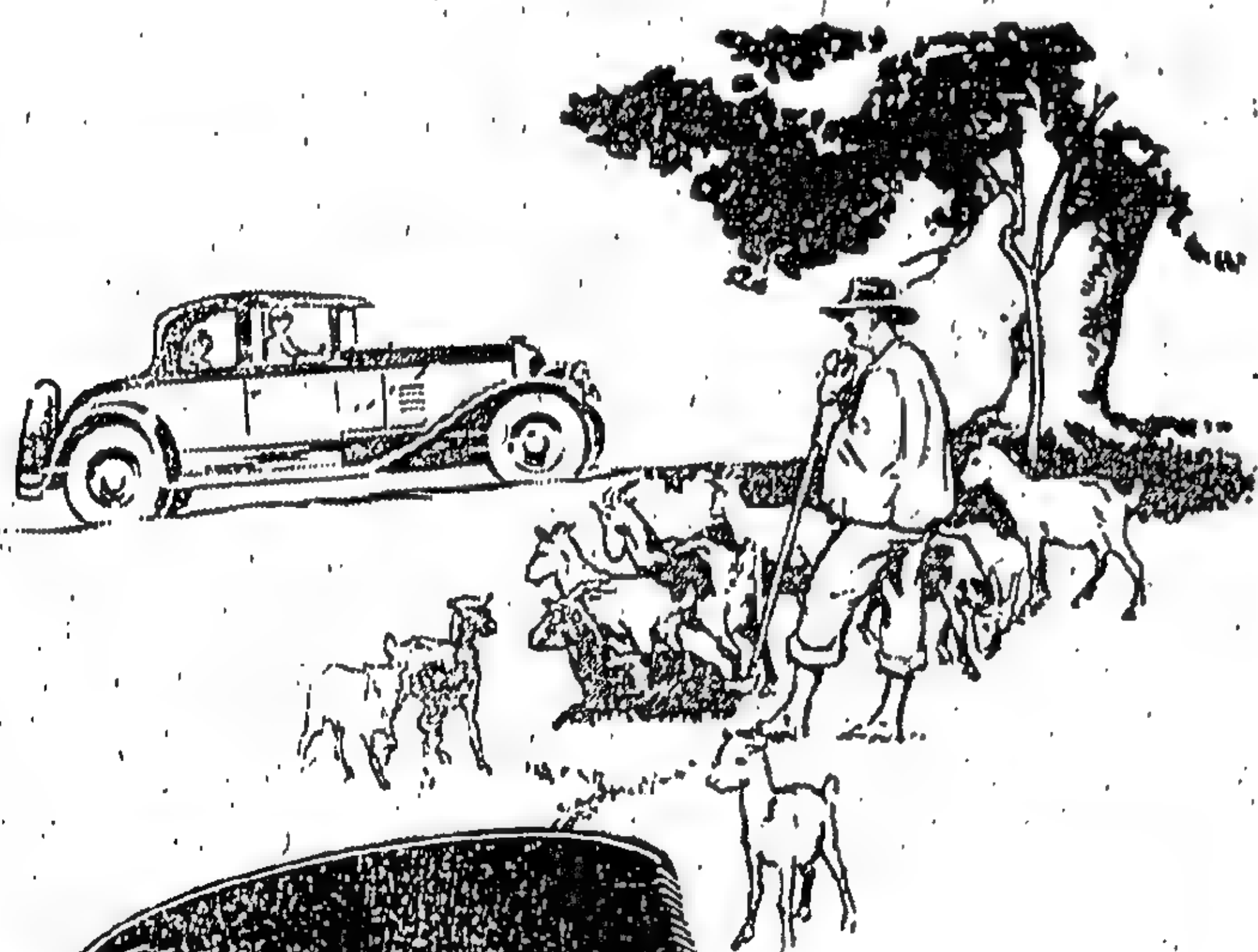
And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1119.



If you desire the utmost in satisfactory service from your tyres—fit Goodyear Tubes. Made on a circular form or mandrel, Goodyear Tubes are round—thus conforming naturally to the shape of the cover itself. And since Goodyear Tubes are also full sized, stretching as well as pinching and wrinkling, is eliminated. Only tubes that fit so perfectly can ably support and aid covers in the fulfillment of their duty.

Good Covers Deserve Good Tubes—Goodyear Tubes

GOODYEAR

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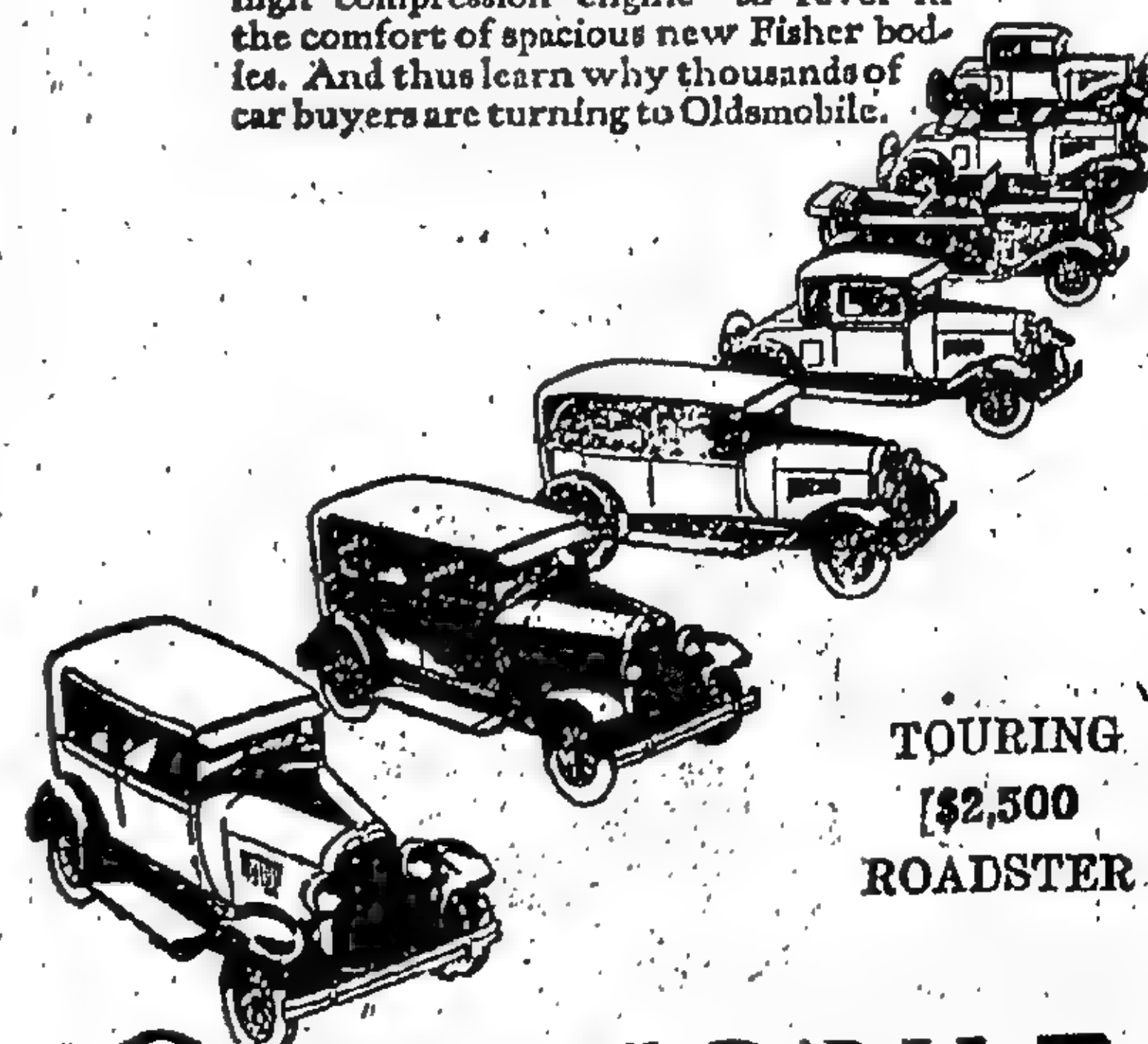
PRINCE'S BUILDING, HONGKONG.

NEW CREATIONS by ARTIST-ENGINEERS

This new Oldsmobile is motordom's good news for 1928. It reveals new and sophisticated elements of style. It embodies new engineering features. It typifies the whole new spirit of the times—because it reflects the master touch of artist-engineers.

Though you may have formed the highest opinion of its beauty... and its performance—we urge you to come in for a personal inspection.

We want you to experience the silent, smooth performance of the new 55 h. p. high compression engine—to revel in the comfort of spacious new Fisher bodies. And thus learn why thousands of car buyers are turning to Oldsmobile.



TOURING
\$2,500
ROADSTER

OLDSMOBILE
PRODUCT OF GENERAL MOTORS

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road, Happy Valley.

THE FINE CAR OF LOW PRICE

FUEL AND POWER PROPOSALS.

COMMITTEE'S APPEAL TO THE UNIVERSITIES.

INDUSTRIAL ADVICE.

London, Sept. 21.
The National Fuel and Power Committee, appointed by the Board of Trade under the chairmanship of Lord Melchett, (formerly Sir Alfred Mond), in a report published to-day, recommends that industrial leaders in the fuel-producing and fuel-consuming industries consider the need for co-operation with the Universities by indicating responsible positions that are open in their business for any men trained in fuel technology.

The Board of Education should also consider what might be done in the institutions supervised by them to contribute to the training of men with desired qualifications. The iron and steel industry should give greater support to its Fuel Economy Committee, both by providing it with sufficient funds and by actively co-operating in its work through placing at its disposal all necessary information of new or improved practice, and by referring to it in all cases of difficulty.

All the large coal-consuming industries should consider the desirability of adopting, on a much larger scale than at present, the practice of exchange of experience in fuel technology, if possible through central associations arranged by small levies.

Large consumers are advised to pay more attention to the system of buying and selling coal to specification, and co-act owners to classify their coal so far as possible according to some agreed standards.—*British Wireless.*

SHAMEEN CONCERT.

BY K. O. S. B. CANTON DETACHMENT.

Shameen, Sept. 21.
Yesterday evening the Canton Detachment of the 2nd Battalion of the King's Own Scottish Borderers gave a very successful dance and cabaret show in the Canton Club Theatre.

There was quite a large gathering in the theatre, representing the army, navy and civilians, and everybody had a thoroughly enjoyable time.

All the items were heartily enjoyed; amongst those of special note were songs by Mrs. Clements, "A Morning in the Highlands" being sword dances with the bagpipes, sketch "The White Hope," and the "four some" and "Eight some" reels in which everybody joined.

Dancing continued till 1.30 a.m., and everybody voted it one of the best shows ever held in Shameen. Company-Sergeant-Major Murray was responsible for the excellent arrangements made.

Last night was rather in the way of being a farewell party as it is expected that the present detachment of the King's Own Scottish Borderers will be returning to Hongkong about the middle of next week and will be replaced here by a detachment from the Queen's Royal Regiment.—*Our Own Correspondent.*

NORTHERN CAMPAIGN COMPLETED.

ARRANGEMENTS FOR CHIHILI SURRENDER.

Shanghai, Sept. 21.
Reports from Mukden confirm the surrender of the Chihili-Shantung troops, provided the Chihili-Shantung soldiers are reorganized into the Fengtien forces. General Chu Yu-pu retains his command for the time being, and also the Fengtien forces guarantee the safety of the lives and property of Generals Chang Chung-chang and Chu Yu-pu, but Chang Chung-chang goes into retirement.—*Reuter.*

New Boundary.

Shanghai, Sept. 21.
In connexion with the operations against the Northern remnants, it is stated that an agreement has been arrived at between the Fengtien and Nanking leaders whereby the Luanho River is to be the future boundary separating the Nationalist and Fengtien territories.

OCCASIONAL RAIN.

The weather forecast till noon to-morrow is: North-east winds, fresh, generally overcast; occasional rain.

NAVY COMPROMISE TERMS OUT.

(Continued from Page 1.)

to have importance, in which event the search for an agreement would have to be resumed in the Preparatory Commission along other lines.

Error in U.S. Report.

British official circles naturally cannot comment on the authenticity or otherwise of a document belonging to another Power which the American newspaper has published although the terms reproduced of the naval compromise are accurate except from the reference to the tonnage of ocean-going submarines.

Such vessels are reckoned as deep water craft when they exceed six hundred and not six thousand tons as stated in the American report.

Geneva Discussions.

Reuter's Geneva correspondent states that the Third Committee, dealing with disarmament, is now discussing the amended resolution on disarmament framed by the drafting committee for the purpose of submission to the League Assembly.

There is disagreement in the Committee regarding the new resolution, which was to embrace the separate resolutions suggested by M. Paul Boncour (France) and Count Bernstorff (Germany).

The new resolution expresses the hope that the Governments among which differences of opinion still subsist in regard to conditions of reduction and limitation of armaments will reach an agreement in time to enable the Preparatory Commission to meet at the end of 1928 or the beginning of 1929.

German Disapproval.

Count Bernstorff has indicated his inability to accept the resolution in its present form. Germany is anxious that something concrete should be done in regard to the calling of the Conference. The resolution as submitted contains no reference to a Disarmament Conference, a position which the Germans as an abdication of the League of its duties in regard to disarmament.

A long discussion followed the explanation of the German point of view and finally the Committee decided to refer the resolution back to the drafting sub-committee.

Plain Speaking By Japan.

The Japanese delegate, Baron Sato, could not see eye to eye with Germany, and strongly urged that all the League's efforts should be concentrated on the meeting of the Preparatory Committee. He pointed out that until the Preparatory Commission had concluded its labours, there could be no possible question of a Disarmament Conference.

Rumano-Hungarian Dispute.

At a public meeting of the League Council to-day, the delegates disposed of the possibility of a protracted discussion on the dispute between Rumania and Hungary regarding the optants, at any rate for the time being, by adopting a resolution inviting the parties to appoint plenipotentiaries to negotiate a settlement.

In the event of the new negotiations proving fruitless, the matter will reappear on the agenda at the next Session of the Council.—*Reuter.*

The Optional Clause.

Geneva, Sept. 21.
Signor Quinones De Leon, the Spanish Ambassador to Paris, a Member of the League Council, has signed on behalf of his Government the optional clause of the Statute of the Permanent Court of International Justice for a period of ten years.—*Reuter.*

DUTCH AEROPLANE'S LONG TRIP.

BATAVIA-BOUND MACHINE AT CONSTANTINOPLE.

Constantinople, Sept. 21.
The second of the four Dutch aeroplanes which are flying from Holland to the Dutch East Indies for the purpose of establishing a local air mail service, has arrived here.—*Reuter.*

In July L.G.O.C. buses carried 152,625,091 passengers.

In the Vacation Court, before Mr. Justice Charles, 116 decrees nisi were made absolute.

GENERAL STRIKE MOOTED.

SHANGHAI REDS BEHIND MOVEMENT.

SECRET BOOK OUT.

Shanghai, Sept. 17.
A rumour that communists are planning a general strike in Shanghai is being circulated in the western mill district, according to a local Japanese newspaper. Yesterday the paper published the following in connexion with the rumour:

"The western mill district, which has been comparatively quiet during the International Communist Young Men's week, which ended on September 18, was the centre of a rumour yesterday to the effect that the communists are planning a general strike. It is generally believed that the rumour arose in connexion with the present strike in the Yon Yon Factory. As strict supervision is being kept by the Police on communist activities and as the communists are short of funds, they will not be able to create much disorder and it is expected that nothing of a serious nature will occur.

"It is a well-known fact that communists are being supplied with funds by the Reds. Yesterday the executive committee of the Communist Party in Kiangso Province distributed amongst the district representatives of the party a secret book entitled 'The general demands of all labourers, farmers, soldiers, shop-assistants and small capitalists in Kiangso province.'

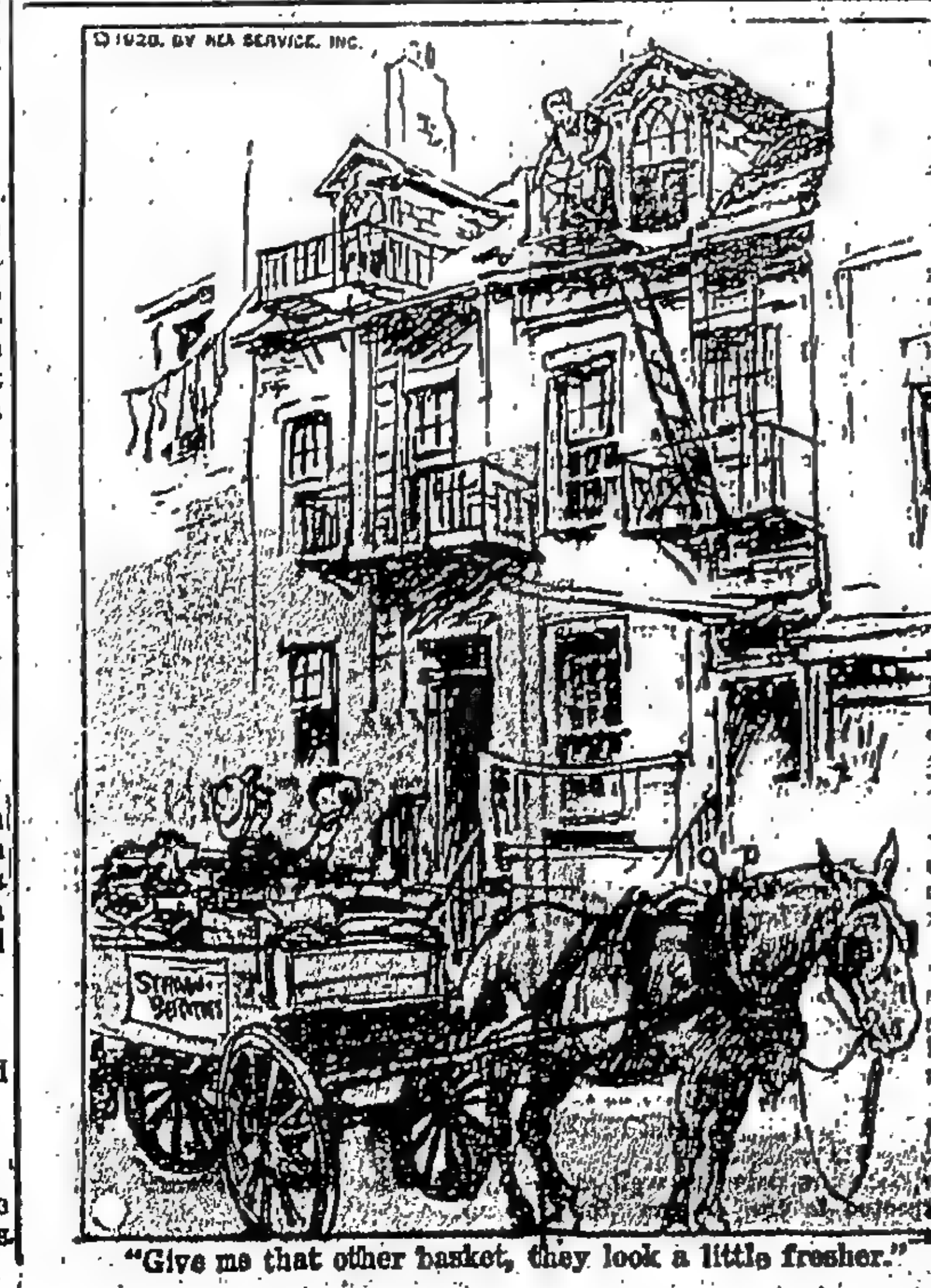
"The book shows the following demands:

"By labourers 47 general and 19 economical demands.
"By juvenile and female mill-workers 18 demands.
"By shop-assistants in Shanghai 48 demands.
"By farmers in Kiangso Province 29 political and 11 economical demands.
"By small capitalists: 23 demands.
"By students: 17 demands.
"By educationalists: 7 demands.
"By general petty merchants: 17 demands."

EXCHANGE RATES.

London, Sept. 21.
Paris 124.15
Brussels 124.40
Amsterdam 120.36
Berlin 18.10
Copenhagen 34.45
Helsinki 102.24
Lisbon 307.74
Bucharest 797.4
Buenos Aires 47.5/10
Shanghai 1/10.11/16
Yokohama 1/10.11/16
New York 45.20
Geneva 92.75
Milan 18.13
Stockholm 18.13
Oslo 18.13
Prague 102.4
Madrid 29.36/2
Athens 37.5
Rio 5.29/32
Bombay 1/5.31/32
Hongkong 1/11.1/2
Silver (spot) 25.5/10
Silver (forward) 25.6/26
—*British Wireless.*

Two inquests were conducted in six minutes by Dr. George Cohen, East Middlesex coroner, at Hendon recently.



"Give me that other basket, they look a little fresher."

HONGKONG IMPORTS.

PIECE GOODS FUTURE VERY UNCERTAIN.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Piece Goods.

The following reports have been received:—Business has been very quiet since the last report, only small parcels of miscellaneous fabrics being brought to stock. A few sales of low quality Whites and cheap grade 10 to 15 Gays are reported. Autumn fabrics just arrived; where fancy profits are being made small repeats are wanted for early shipment, but as prices are higher than paid last season, very little has been booked. Deliveries are good and should improve with the approach of the cooler weather. Manchester is firmer at the moment but the future is very uncertain owing to the big daily fluctuations in the price of the raw material.

In view of the recent sharp fluctuations in cotton prices dealers are adopting a waiting policy and very little new business is offering in cotton goods. A few orders for Grey and White Shirtings however, have been put through as well as one or two fancy lines.

Woolfens.

There is very little doing as regards new business but clearance of this season's cargo have been considerably better and there are indications of an expansion in the demand from the country. Wool prices at home remain fairly firm and it is rather early for buying to commence.

Cotton Yarn.

There is no change to report in the situation of our market. Prices are on the easy side.

Nominal quotations are as follows:—No. 10s. \$168-185, No. 12s. \$180-190, No. 16s. \$190-195, No. 20s. \$195-200.

Arrivals nil. Shipments nil. Unsold Stocks 1,400 bales. Bargains 7,600 bales.

TRAIN IMPERILED.

YOUTH MIGHT HAVE KILLED 200 OR 300 PEOPLE.

Raymond Annot, aged 18, of Mair Road, Sidcup, Kent, was charged on remand on the Guildhall recently with tampering with the brakes of a train between Margate and Old street stations, thus endangering the safety of other passengers.

Mr. Blake, for the railway company, stated that in view of a medical certificate as to Annot's mental state, he was prepared to withdraw the charge.

Alderman Neal—I understand that he was found tampering with the Westinghouse brake, and might have killed 200 or 300 people. I hear the company are taking steps to prevent such a thing happening again.

Mr. Blake—Yes, sir.
The boy's father stated that he intended taking his son away into the country, and would see that he did not get into mischief again. Alderman Neal allowed the charge to be withdrawn.

The Very Idea!

A strange story of superstition was told at St. Martin's Police Court when Selma Wilshaw, a gipsy hawk, was accused of obtaining £3 2s. from Mrs. Clara Grant, a temperance hotel keeper. Mrs. Grant, who is a cripple, said that Wilshaw called at her house and said that she would never walk till the planets were changed, and told her that she could change them.

The story also said that she must have a pound note and a shilling for each leg, and then she would give Mrs. Grant a charm to be tied tightly in a handkerchief to keep "while she" (Wilshaw) altered the planets. Mrs. Grant gave her the money hoping to be cured.

Wilshaw called again and told Mrs. Grant that the charm was not heavy enough, and she could not change the planets without "fixing it" and having £5, but never saw her again.

Mrs. Grant said that when she undid the charm she found it was only a piece of coal.
Mr. Albert Pell, of Wakefield, who defended, said Wilshaw admitted taking the money. She intended to return it, but owing to her children's illness she was prevented from doing so.

The magistrates, on account of the woman's six young children, did not send her to prison, but fined her £10, and ordered her to repay the £3.

"I tell you, gentlemen," said the great explorer to the crowd in the hotel smoking-room, who were listening breathlessly, "you can't imagine what things are like out in the Arctic regions."

"Oh, I don't know," said one. "Even if we haven't seen it, we can imagine what it feels like."

"I don't think it's impossible until you've seen it; until you've stood there, a small, insignificant atom, surrounded by vast stretches of white."

"Yes, yes, I know. I've been like that."

"Really? Where was it, may I ask?"

"First time I appeared in public in a dress-shirt."

Two women police have just been appointed to control the traffic in Constantinople.

Transferring the traffic to woman from man embodies no notion that's new.

Nay, rather the Turk in adopting this plan is taking an old-fashioned view.

When valiant drivers stop quieter than lambs, untroubled by her skill and her nerve,

It will prove once again that to look after "jams" is clearly a woman's prerogative.

Saintly, Paradise, and Angel were the names of successful applicants for advice at Willadon.

Woman at Willadon: I lent her a dress; and when I asked for it back, she pushed it through the letter-box.

Penge magistrates' clerk (to defendant): Did you deny the offence when you were stopped?

Defendant: Yes. Clerk: What did you say? Defendant: I made no reply.

Counsel at Mansfield: Is light work easy to get in this district? Man: Everybody wants it, in any district.

Husband at Sittingbourne: I have lived a life of misery for eleven years. Wife: And I have lived a cat and dog life ever since I married him.

A friend of mine, who is a schoolmistress, tells me (writes a newspaper correspondent) that one of the pupils at her school, being asked in a general knowledge paper what D.O.R.A. meant, replied that it stood for the Divine Order of Royal Artillery.

Aberdonian—"Let's take a walk down the loon and see the shops, lassie!"

Wife—"But they're a' shut!"

Aberdonian—"Dye think I didna ken that? I'm na daft a' thegither."

THE PORTO RICO HURRICANE.

THOUSANDS OF HOUSES DESTROYED.

San Juan, P.R., Sept. 21.
The Red Cross authorities, after a survey of a portion of the devastated area of Porto Rico, estimate that the hurricane destroyed 25,450 houses and that 2,801 persons were injured, 270 of them having been admitted to hospitals. Food is being immediately for 154,000 persons.

An epidemic of influenza has broken out and some cases of typhoid are reported.—*Reuter's American Service.*

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Pyjamas 13.50

Nett Prices.

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Dermoline ointment softens the skin.

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THE WORLD OF SPORT

ARMY SWIMMERS. AQUATIC SPORTS OPEN AT THE V.R.C.

Army swimmers displayed their prowess at the V.R.C. yesterday afternoon, when the fourth annual aquatic organised by the South China Command Sports Board, commenced. Yesterday's events were confined to heat contests in order to bring down the large number of entrants to complete in the final, which are being held at the V.R.C. this afternoon. Most of the events did not produce exciting finishes, many of the competitors, being well beaten. The best finish of the afternoon was between Pte. Turner, K.O.S.B., and Pte. Conway, Queen's, who tied for first place in the first heat of the 25 yards dash. These two competitors swam the distance again, when Pte. Turner just succeeded in gaining the victory. Competition was also keen in the high diving competition, there being but little to choose between many entrants. The judges had no easy task in selecting the finalists, of which there were six. There was a large attendance of Service men, all of whom showed the greatest enthusiasm.

The Sports were held under the patronage of H.E. General C. C. Luard, C.B.E., C.M.G., (General Officer Commanding), while the President is Lieut. Col. L. J. Conyn, C.M.G., D.S.O., (King's Own Scottish Borderers). Following are the officials: Judges—Major Robertson, R.A.M.C., Capt. Perfect, (K.O.S.B.), Lieut. Walter, Danglefield, Joy, Royal Artillery; Lieut. Martin, Royal Engineers; 2nd Lieut. Duncumbe, Queen's Regiment; Sergt. Blackmore, R.A.O.C., and Pte. Johnstone, R.A.M.C. Time-keepers—Lieut. Pyper, D. G. M., K.O.S.B., and Master Gunner Forden, R.A.M.C. Recorder—Sergt. Major Parkinson, K.O.S.B. Records—Qtr. Master Sergt. Warno, R.A.M.C., Company Sergt. Dodds, and Pte. Claridge, K.O.S.B. Results of Heats.

Those who qualified for the final, together with last year's winners, are appended. Inter-Battery Company Relay: Cup presented by the Soldiers' Club. First two teams in each heat and fastest third to compete in the final. First heat, 1, 20th Battery, R.A., (4 mins. 8 2/5ths secs.); 2, "B" Company, K.O.S.B., (4 mins. 14 3/5ths secs.). Second heat, 1, 12th Battery, R.A., (3 mins. 55 secs.); 2, "A" Company, K.O.S.B., (225 yards). Army Championship, (225 yards). Winners and the two fastest seconds to compete in final. Last year's winner, Lance Bomb. Norris, R.A. First heat, 1, Lance Bomb. Norris, R.A., (3 mins. 47 secs.); 2, Lance Bomb. Lamb, R.A., (3 mins. 58 3/5ths secs.). Second heat, 1, Pte. Conway, Queen's, (3 mins. 45 secs.); 2, Lance Bomb. Wilkins, R.C.S., (4 mins. 17 secs.). Third heat, 1, Lance Bomb. Norris, R.A., (3 mins. 45 secs.); 2, Lance Bomb. Rosenthal, K.O.S.B., (3 mins. 54 secs.).

150 Yards Championship. Cup presented by The Officers' Small Units. Winners and two fastest seconds to compete in the final. Last year's winner, Lance Bomb. Norris, R.A. First heat, 1, Lance Bomb. Norris, K.O.S.B., (1 min. 59 secs.). Second heat, 1, Gunner Rosser, R.A., (1 min. 59 4/5ths secs.); 2, Pte. Wilson, K.O.S.B., (2 mins. 6 secs.). Diving. Cup presented by Messrs. Stool and Coulson, Ltd. Best six to compete in final. Last year's winner, Guardsman Williams, Scott's Guards. The best six were, Pte. Conway, Queen's, (78); Lance Bomb. McGee, R.A., (71); Pte. Cole, Queen's, (71); Lance Bomb. Lamb, R.A., (70); Lance Corp. Barrett, K.O.S.B., (68); and Lance Corp. Barrett, Queen's, (68). Enlisted Boys' Race, (50 yards). Winners to compete in final, these being—Tpr. Warrance, R.A., (42 1/5ths secs.); Boy Dunley, K.O.S.B., (38 3/5ths secs.); Boy Corby, Queen's, (38 2/5ths secs.); Boy Durrant, Queen's, (37 4/5ths secs.); and Boy Bathgate, K.O.S.B., (41 secs.). Twenty Five Yards Dash. The following were heat winners—Pte. Turner, K.O.S.B., (16 secs.); Sergt. Blackmore, R.A.O.C., (14 2/5ths secs.); Lance Corporal Finlayson, K.O.S.B., (14 secs.); Pte. Rodgers, K.O.S.B., (15 secs.); and Lance Bomb. Hall, R.A., (13 1/5ths secs.). Command Aggregate Cup. All the events given above, with the exception of the Enlisted Boys' Race, count towards the Command Aggregate Cup. Points which have already been secured for this cup, together with the events, follow: Inter-Battery Company and Det. Royal Artillery, 8; K.O.S.B., 8; Inter-Bde. Bn., etc., water polo, Royal Artillery, 12; Queen's, 4; K.O.S.B., 8; Half-mil. Bty. Coy. and Det. championship, Royal Artillery, 6; Queen's, 2; K.O.S.B., 4.

Among to-morrow's races which will influence the destination of the cup, in addition to those given above, are the Officers' Race, and the Inter-Bde. and Bn. Relay Race. Also included in the programme are two handicap races for Army children, one for girls and one for boys, also an Indian relay race, and a Services relay race.

CRICKET RECORDS. LAST YEAR'S ACTIVITIES OF KOWLOON C.C.

The annual report of the Kowloon Cricket Club, to be presented to the annual meeting of members to be held next Friday, has just been published. The report says: The accompanying accounts, though showing a loss of about \$700.00, can be considered satisfactory in view of the heavy expenditure involved in making good typhoon damage, and in other directions and of the falling off of subscriptions, etc.

Membership.

Since the 1st August, 1927, thirty-nine new members have joined the Club, eleven of whom were re-joined. The following names were removed on account of resignations, departure from the Colony and other reasons. The present Membership is 309 made up as follows:

Life	9	7	16
Ordinary	185	73	258
Sea-Going	34	13	47
Navy	23	11	34
Military	23	11	34
	260	104	360

The Committee record with deep regret the deaths of Mr. G. V. Hughes and Mr. G. R. Haywood.

Ground.

The cricket pitch has received good attention during the summer months and is now in excellent condition for the coming season. The bowling green is in splendid condition. The Club was very successful at the Horticultural Show, four 1st and three 2nd prizes being obtained.

Club House.

Extensive improvements authorized at the annual general meeting were carried out during the year and the Club House is now in excellent condition and provides more accommodation for members.

Ladies' Pavilion.

Slight improvements were effected and the building is now in fairly good condition.

Cricket.

The Club again experienced a most enjoyable season. Our team was exceptionally strong and in League Games was undefeated. This season the team will be equally strong in batting, but the bowling will be somewhat weaker and it is absolutely essential that those of the younger cricketers who have any ability as bowlers should put in all the practice they possibly can at the nets. During the close season a special grass practice wicket has been prepared, and it is hoped that cricketers will show their appreciation of the effort made by turning up to practice as often as possible. Those members who aspire to batting honours will never have a finer opportunity than that which is within their grasp now, as "Bill" Bruce our "crack" bat, has signified his willingness to coach anybody who is really keen. We congratulate W. Bruce, E. C. Fincher, A. W. Ramsey, and F. Goodwin on being selected for Hongkong in the Interport games against Shanghai and Malaya last November, and E. C. Fincher on knocking up a well played century at the latter end of the season. The 2nd XI had a very successful season and we congratulate H. Overy and C. Lee on performing the "hat-trick". There was a decided improvement in the folding, and it is hoped the same keenness will be shown again this season. Members who wish to play cricket are requested to sign their names on the board in the Club House.

Tennis.

The Annual Tournament has reached the semi-final stage in all events, and it is hoped that same will be completed by the end of September. The entries were up to average. We entered three teams in the Hongkong League. Owing to lack of talent and the departure of several players during the season, considerable difficulty was experienced in raising three suitable teams, and in consequence the "A" and "B" Teams were not placed as high as could be hoped. The "C" Team has done moderately well and should finish well up the table.

The Committee consider that if this Club is to regain its old status in Hongkong tennis, the younger members should assist by taking a keener interest in the game.

Lawn Bowls.

The interest shown in the game this year has been much keener than in the two previous years. Unfortunately we have suffered from a dearth of players owing to the fact that a number of our former players have either left the Colony for good, or are away on leave. We have enrolled, however, a number of new men who are showing great promise.

The competitions for 1927, which were at one period languishing, were brought to a successful conclusion. This year's competitions are progressing well and will be up to time table. Our first division team in 1927 was disappointing, but it was gratifying to see that the second team finished top of the League, thus enabling us to still maintain a team in the first division for the 1928 season. Both divisions are doing as well as can be expected in the League for 1928 season.

LOCAL FOOTBALL.

SOUTH CHINA v. NAVY.

Owing to the turling of the ground, the South China Football Field was not in use for nearly two weeks, but as the football season is drawing near, the South China Senior XI is down to play the Navy at Caroline Hill at 5.15 p.m. to-day.

The Navy will turn up a strong team and a keen match is expected.

Founder of the rose-growing firm which bears his name, Alderman Frank Cant, of Colchester, has died.

Our green is in excellent condition and will have the reputation of being the best in the Colony.

Children's Sports.

This event was held on 7th January, 1927, with its usual success. The thanks of the Committee are tendered to the many generous subscribers, and the ladies and gentlemen who so kindly assisted on that occasion.

Concerts.

Several concerts were held during the year and were thoroughly enjoyed by large audiences.

Prizes.

The Committee thank the numerous donors of prizes for the various sports competitions.

1st XI Batting Averages.

W. Bruce	Time	Inns.	not out	H. Avg.	Av.
W. Bruce	17	1	69	180	80.75
E. C. Fincher	15	1	66	480	32.00
A. W. Ramsey	13	1	68	601	46.19
F. Goodwin	11	1	60	240	21.82
J. P. Fincher	10	1	117	487	48.70
C. Lee	10	1	46	159	15.90
C. P. Overy	10	1	84	177	17.70
W. Bruce	10	1	20	64	6.40
F. E. Lawrence	10	1	20	64	6.40

Bowling.

W. Bruce	O.	M.	R.	W.	Av.
W. Bruce	137.8	80	212	24	9.18
F. Goodwin	132.1	82	270	27	11.76
E. C. Fincher	125.5	77	215	25	14.01
J. P. Fincher	127.1	49	227	8	21.74

Played, 21. Won, 12. Drawn, 8. Lost, 1.

2nd XI Batting Averages.

R. E. Linsell	Time	Inns.	not out	H. Avg.	Av.
R. E. Linsell	12	1	70	212	10.61
A. R. F. Raven	14	1	88	220	15.71
C. Lee	14	1	88	107	11.48
H. T. Huston	10	1	88	143	11.28
A. A. Dand	10	1	50	175	11.66
G. C. Evans	10	1	28	119	10.48
A. V. Hall	10	1	28	119	10.48
H. Overy	10	1	19	78	6.12
Brown	10	1	17	48	8.00

Played, 20. Won, 12. Drawn, 8. Lost, 6.

Played, 20. Won, 12. Drawn, 8. Lost, 6.

PROBLEMS OF THE PACIFIC.

(Continued from Page 18.)

between the Occident and the Orient to-day; the globe revolved on an axis, one end of which was the Occident and the other the Orient, and so what affected one end was bound to affect the other before long.

No Isolation.

There could be no such thing as isolation. Regional arrangements could be made, but when it came to the major issues such as disarmament, then everybody was concerned in the question of the maintenance of peace and the prevention of war. It was only about 30 years ago that a Western fleet sailed into Eastern waters, and it was quite possible to-day for the process to be reversed and an Eastern fleet to sail into Western waters.

Then there was the question of Russia. Russia had many interests in the Far East, and what touched Russia also touched them.

Work of the League of Nations.

Sir Frederick then spoke of the work of the League of Nations, how it had solved many of the grave issues which threatened the peace of the world, and that, despite criticism, it stood as the result of an intense desire on the part of peoples who realized that there were many questions which called for solution by other means than that of war. After an absence from Europe of five years, Sir Frederick said he realized that the most significant thing about the League of Nations was the fact that its establishment represented the growth of the strong moral force that lay behind it.

Speaking of the establishment of a similar arrangement in the Far East on the lines of the League of Nations, Sir Frederick said that the Washington Treaty of 1922, the Four-Power Treaty which superseded the Anglo-Japanese Alliance, was not an adequate substitute for the old alliance. There were some who desired the restoration of that Alliance, but the restoration of the Alliance would set the clock back, said Sir Frederick.

International Co-operation Needed.

On each anniversary of the discovery of the Pacific, they should be able to record definite progress made towards a system of international co-operation which would ensure a peaceful settlement of the various problems which arose between the different communities.

THE HOCKEY CLUB.

TEAMS FOR NEXT WEEK'S TRIAL MATCHES.

The following are the teams selected by the Hongkong Hockey Club for their two matches next week—Monday at King's Park, 5.15 p.m.: Whites—A. O. Howell, Ashby, V. Hoar, R. R. Todd, J. B. Noronha, D. E. Ellis, F. E. G. Mann, E. C. Fincher, J. E. Mackay, V. M. Stanton, Beaumont and T. Whitley. Colours.—W. Woodward, L. F. Nicholson, Showan, N. Evans, L. A. R. Dunne, J. A. Plummer, R. W. Sapsed, C. G. Francis, T. P. Sanderson, W. A. Nowers, West and F. L. Thomas. Wednesday at King's Park, 5.15 p.m. Whites—A. O. Howell, O. E. Martin, D. Lynn, E. J. Mitchell, A. Dand, J. B. Noronha, T. Whitley, E. K. Valentino, G. R. Vallack, W. A. Nowers, P. L. Thomas and V. M. Stanton. Colours.—W. J. Lockhart, Smith, L. F. Nicholson, Robinson, Showan, the Rev. Koop, Ashby, E. Owen Hughes, W. Woodward, E. D. Lawrence, C. G. Francis and G. P. Lammert.

TSINAN ARRESTS.

ALLEGED SECRET MILITARY PROTECTING.

Shanghai, Sept. 21. Two sensational arrests, in connexion with military activities in Tsinanfu, have been announced. It is stated that yesterday the Tsinanfu police raided two secret military rendezvous in the city, resulting in the arrest of a man, named Chau Ming-tang, who described himself as leader of the "People's United Army," and also one other man, who is stated to have been using the name of General Chang Chung-chang, the ex-tuan of Shantung, to secretly recruit troops in Tsinanfu.

and which Europe had been able to solve only by war.

There were two important and vital factors which needed consideration by all who were interested in the future peace of the Pacific. The first was the building up of a vigorous public opinion, which could only be brought about by knowledge, through various associations like the Pan-Pacific Association and the Institute of Pacific Relations of Honolulu. What was needed was the whole truth, and not the half truths of propaganda. What was needed was a fearless spread of truth, even, about themselves. The second vital factor was that any results towards the achievement of peace could only be achieved by governments which had authority within and without their own countries.



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BRITAIN AND EGYPT.

**SIR A. SHIRLEY BENN ON
"DELICATE NEGOTIATIONS."**

Berlin, Aug. 24.

The Inter-Parliamentary Union had a lively sitting to-day, as was almost to be expected since Mr. Saklatvala, M.P., was announced to be the first speaker. He started by declaring that he spoke exclusively as the only representative of Communism. After speaking in general terms on customs barriers and disarmament, he roundly described the Kellogg preparations as humbug.

He was followed by Wissa Wassef Bey, the former president of the Egyptian Chamber, who proceeded to attack England's position in Egypt. In no circumstances should England have special rights in Egypt, and England, he added, had still less the right to maintain an army of occupation in Egypt.

He concluded by appealing to the world to bring pressure to bear on England in this "fight between a giant and a dwarf."

After several more speeches had been made, including an appeal by the president of the Austrian delegation for the "Anschluss," Sir Arthur Shirley Benn, representing the English Parliamentary group, declared that the Egyptian representative had dealt with a subject which was at the present time a matter of very delicate negotiation between Britain and Egypt.

In these circumstances the English delegation did not wish to go into the Egyptian question in detail, but he wished to give the following explanation: "The British Government, in all the steps which it has hitherto taken in Egyptian affairs, has had the support of the Powers, and likewise mainly the support of public opinion."

Permanent repairs to H.M.S. Dauntless, are being carried out at Halifax, Nova Scotia.

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COMEDIE-FRANCAISE.

AN OLD TRADITION IN DANGER.

As the Comedie-Francaise is the only theatre which may be said to continue to exist artistically in August—though, of course, a few others are open with entertainments of a more or less provincial character—it is the only theatre which is talked about. There have been further reasons for this. One is that there is a proposal for increasing the annual subvention, not only of the Comedie, but of the Opera, the Opera-Comique, and the Odeon, which, like it, are State theatres. It is well known that M. Rouché can only afford to be director of the Opera, because he is a rich man—he married the heiress of one of the largest perfume manufacturers in France—and can afford to lose as much as the Government grant. Though the Comedie-Francaise gets 1,000,000 francs a year and a rent-free building, the sum not only represents to-day merely a fifth of the value before the war, but was even then worth considerably less than in the time of Napoleon III, when it was fixed, while the more modest 100,000 francs a year of the Odeon has not been increased since the time of Louis Philippe. It is not surprising, therefore, that these theatres, like the Opera-Comique, have considerable difficulty in making both ends meet.

Now this difficulty has several very definite and unfortunate artistic results. It means not only that the Comedie-Francaise is tempted to give prominence in its repertory to modern plays, to the detriment of the classics, to keep alive the tradition which is its main reason for existence, but it is led to favour, among modern plays, those of a more popular and sometimes artistically less valuable kind, because the takings are likely to be larger. Paul Raynal's play, "Le Tombeau sous l'Arc de Triomphe," is a case in point. It has just withdrawn it from the repertory of the Comedie, because, in spite of its indubitable artistic success, the performances given of it have been so infrequent. The Sociétaires of the Comedie reply that they cannot afford to give it more often, as every performance of it is a loss of money, as compared with certain other plays.

An Unbroken Tradition.

While such is the effect of the reduced circumstances of the Comedie-Francaise with regard to modern plays, artistic results of at least as serious a kind are being produced in the treatment of the classics. The great tradition of the Comedie-Francaise as the guardian of the vitality of French dramatic masterpieces by keeping them on the stage remains happily unbroken. It is in the classics that young actors receive their education at the Conservatoire, and it is always in a classical part that a new member of the company makes that debut, or first public appearance, which often means so much to his future career. It was, for example, in the part of Almaviva in the "Barber de Seville" of Beaumarchais that Pierre Faubert triumphantly justified the first prize which he won at the examination of the conservatoire, a first prize to which many critics had considered him to be hardly entitled.

It is by their performances in famous classical parts that actors of reputation continue to be compared and to be judged, and the performances of the most famous plays of the classical repertory draw such regularly good audiences, partly of foreigners, partly of bourgeois Frenchmen who care little about the modern theatrical movement, and partly of children, as an essential feature in their literary education, that they are not likely to be abandoned. It may even be said that the audiences for the more famous classics are larger than ever, for there is a class which has grown rich since the war, to whom they appeal with a quite refreshing novelty.

The Actor and the Play.

The danger is, however, that it will only be these few and most famous masterpieces that will remain in the repertory, to the detriment of others, which are also essential parts of French dramatic literature, and that even these famous masterpieces will be performed in a routine manner by actors who know that their chances of advancement and of attracting the attention of critics and of the dilettante portion of the public lie rather with what they can do in new plays of a

fashionable and more or less sensational kind. We have had, this season, an example of this kind of thing. The Comedie-Francaise, no doubt largely for the benefit of that considerable part of its clientele which consists of foreign visitors announced a cycle of fourteen eighteenth-century plays. Whether the thing was in itself worth doing may perhaps be questioned. Apart from the masterpieces of Marivaux and Beaumarchais, which are never out of the current repertory of the Francaise, and which the public will never allow to be forgotten, the real dramatic activity of the eighteenth century in France was not very remarkable—though perhaps some of the plays which were recently chosen for performance might, with advantage, have been replaced by others which were not.

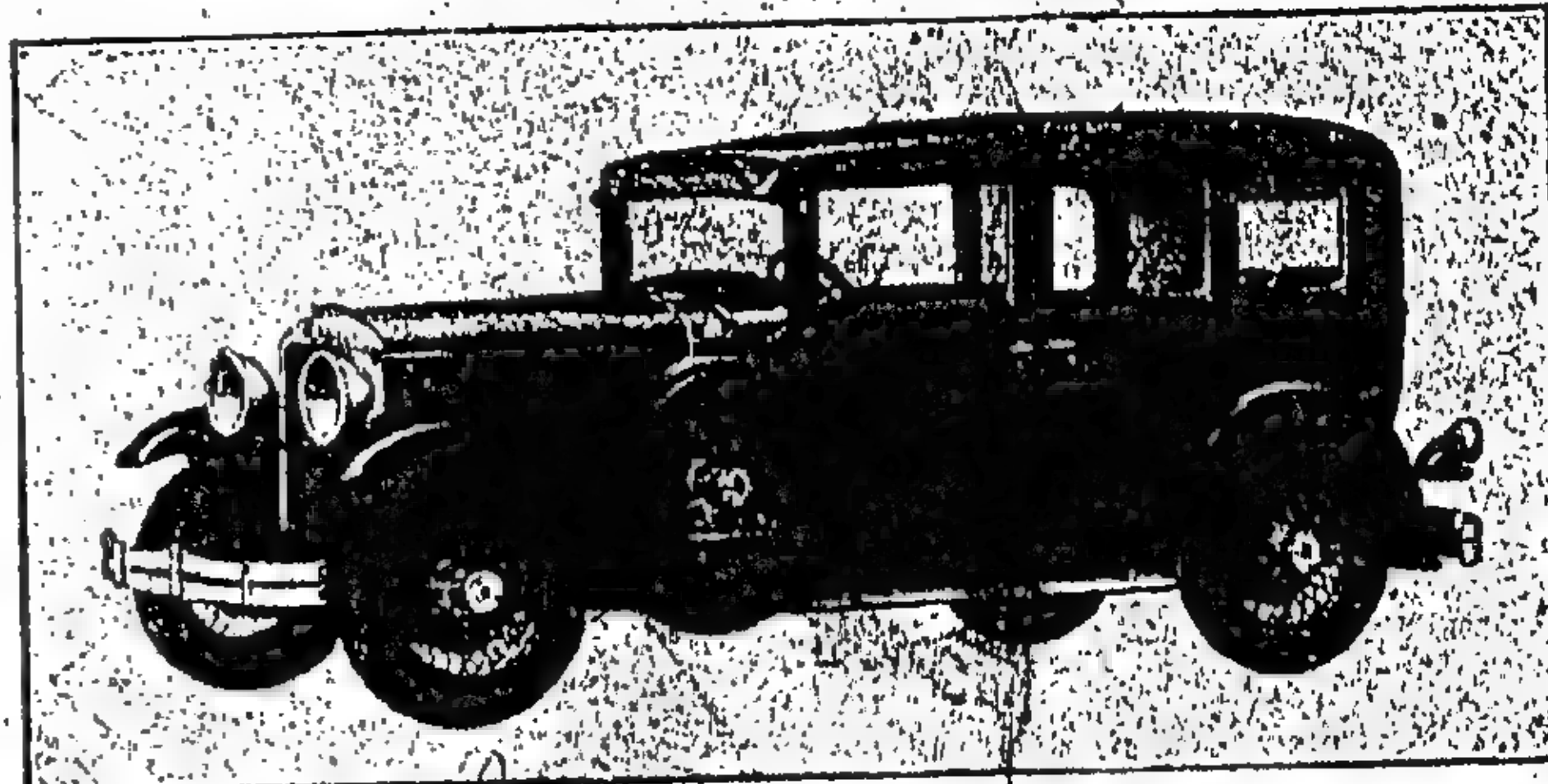
If the thing was to be done, however, it might perhaps have been done with more care and more done with more care and more done with the co-operation of a larger number of the leading members of the company. Of the fourteen plays, eight were already in the current repertory, and of these eight only one—"Le Mariage de Figaro"—was honoured by a renewal of the rather dusty scenery and rather haphazard stage production which is the almost inevitable fate of the current repertory plays.

Higher Prices.

Of the remaining six, three—the "Turcaret" of Le Sage, and the "Zaire" and "Les Trois Sultanes" of Voltaire—have been produced during the last few years, and were only revived for this occasion. The three new productions are "Le Philosophe sans le Savoir," a boring play by Sedaine, which was revived this year, and Marivaux' two charming comedies, "Le Legs" and "Le Mera Confidente," both of which were very simply but most admirably produced by M. Croue, an actor who is perhaps less well known than he deserves to be, simply because he has throughout his career at the Comedie-Francaise, devoted more time and care to the interpretation of this same classical repertory than to creating new parts in modern plays.

No doubt the material difficulties of the Comedie might partly be solved by raising the prices, for the theatre is nearly always full, but although the seats would probably continue all to be sold, it would be to foreigners and the

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wealthy; and the small French public opinion would never stand that. Another solution would be to rebuild the house and increase the number of the seats; but who longer be able to afford it—and is to find the money?

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The watches have clear faces and luminous figures and are altogether adapted to the needs of travellers and the adventurous as well as to those of the woman who is merely disinclined to wear a watch on her wrist. The ends of the case which meet over the watch for safety when it is packed, can be partly drawn from it, so that it stands and becomes a little clock.



Drawn thread embroidery in long lines gives a distinctive note to a linen frock of palest green, suitable for tennis, or even for more dressy occasions. There is a narrow belt of white suede with two buckles to finish it.

ABOUT FLOWERS.

YOU MUST CHOOSE A BACKGROUND.

We who are fond of flowers take great trouble in their arrangement and the choice of vases to suit their individual characteristics, but quite as important is the background against which they are placed.

To show their vivid beauty, flowers of brilliant colouring need plain walls of unobtrusive but sympathetic tint. Soft grey, blue, pale green, or primrose yellow lend the best effects.

Dark panelling, or a rich, dark curtain make perfect backgrounds for roses, which seem to demand luxurious surroundings. Sweet peas, on the other hand, prefer simplicity. The darker the background for white flowers, the better.

A mirror on the wall just above a table is a good opportunity to devise some beautiful flower groupings. A mass of lovely colour finds repetition, and every pretty blossom is duplicated.

Another effective device is to stand a glass rose bowl filled to overflowing with gay blooms on a circular mirror laid flat on a table. This makes a particularly unusual centre for a large round table.

When the autumn foliage takes on the rich reds and yellows of the season, use clusters of leafy branches in tall vases as a background for shorter vases and bowls of chrysanthemums and asters.

Ferns and bracken also lend themselves as a natural background for grouped vases.

Lighting is another consideration where flowers are concerned. Never put them in dark, completely sunless corners. But they will quickly wither if left in a window exposed to the sun.

WARDROBE NOTIONS.

NOVELTIES FOR THE BEDROOM.

There is hardly a woman among us who, if she had a perfectly free choice, but would elect to own one of those delightful fitted wardrobes wherein there is a place for everything. Everything in its place would be our golden rule, we feel, if only— But many of us will never own such a treasure, and so we look with extra interest upon the many wardrobe accessories that take up ordinary cupboard room.

Shoes, for instance. The bottom of the cupboard, is by no means the ideal place. For there they take up a lot of space and collect quite a lot of dust. Short of a proper shoe rack, quite the most convenient way of keeping shoes is by means of one of the new shoe tides, which is meant to be suspended inside the door of wardrobe or cupboard. It is made in pretty cretonne, and has eight compartments for separate shoes, so that four pairs are stored in each tidy. The shoe is tread, and then the toe part inserted into a section. Just the heel is left exposed.

Dresses and Coats.
Dresses and coats that are kept on hangers undoubtedly need some protection over the shoulders, for that is where they rub against other articles in the wardrobe, and where dust is likely to settle. For this purpose some large transparent envelopes made in strong paper are specially useful. The cover just fits over the hanger, and is provided with a centre hole, which allows the hook of the hanger to be pushed through.

Hats are bulky things to store—even our small cloche variety. A novel method, and one that is tidy and keeps out the dust, employs a wire frame, covered with cretonne, with two shelves inside and a flag in front of each shelf, so that it is easily lifted and the hat taken out. The whole idea is rather like a small metal safe, but the pretty cover makes it quite possible to hang it upon a bedroom wall. There is a square shape which accommodates two hats, or circular form which takes three hats.

For those who occupy a cupboardless bedroom the same wire frame idea is applied to a portable wardrobe, inside whose cretonne walls quite a number of dresses may be hung.

Travelling wardrobes of cretonne, each fitted with its own set of hangers, covered in cretonne to match, are made in different sizes for frocks and for jumpers, or for children's clothes. They fasten with press studs in a manner which ensures that they shall be dustproof, and shall not have an untidy appearance in your room.

Holly Leaves For Hats.

An early Autumn hat which would be equally suitable for winter days is made in fine pale green felt, the only trimming being a narrow wreath of holly berries and leaves attached to a dark green ribbon, with a twig of holly placed just under the brim at one side.



The stencilled handkerchief is suggested by the smartest milliners, who completely cover the crown of small hats with it. The brim, which is of crinoline, is tucked and droops at either side.



The natural expression and manner displayed by the model on the left are the chief requirements in a mannequin. In the centre is seen an American mannequin, who poses in a very different manner from the French girl. The girl you see at the right is posing in what a famous French couturier calls "a typically American attitude."

SWEETS AND THE SKIN.

[By a Beauty Specialist.]

Some schoolgirls go through a very trying time, for they gradually lose their pink-and-white complexion and are afflicted with a "muddy" or greasy skin, often accompanied by spots.

Sweets will often ruin a girl's complexion. Bread, which does not help matters once the harm is done, can be substituted by Swedish bread.

The trouble often starts with a greasy appearance round the nose, chin, and forehead. When the greasiness first appears the face should be washed in hot water every night, using a face glove. Lather well with a good medical soap chosen for its properties and not its perfume. Rinse off all the soap with cold water.

If this treatment dries the skin do not use the soap for a night or two. Avoid using face creams.

One-Sided Hats.

Black satin is used to make a smart hat very suitable for restaurant or smart afternoon wear. The crown is made from strips of the satin sewn to give a latticed effect, and the brim is cut in an original manner, very narrow at one side with a deep point at the other, giving the wearer a rather rakish appearance.

DAYTIME JEWELS.

THE VOGUE FOR SEMI-PRECIOUS STONES.

The favourite stone for evening in Paris is the clear crystal. A string, linked together with a fine silver chain, is a wise choice for the woman who has a limited income for dress. It can relieve the neckline of the black dinner dress, and can add a frivolous note to our chiffon frocks.

Pearls are still fashionable for the woman who cannot afford alternatives. A string of cream-coloured, uneven beads should be included in the jewel case, as they can be worn at lunch, dinner or tea.

Cornellians, stones that were popular in our grandmother's day, have also returned to fashion. A string of chokers is quite inexpensive, and can be worn with practically anything. They look especially well when worn with the kasha sports suit or the tweed suit. A single-stone cornelian ring is another idea that will appeal to the woman who endorses the vogue of the tailleur. It should, of course, be worn on the little finger.

Daytime jewels can also find a place on our hats. A crystal dagger relieves a black hat; cornellians look smart on the brown or beige vagabond; while a dagger of marcasites looks attractive on anything and will rival a diamond pin.

Jade and amber are other stones that can be bought quite cheaply, and can often be found on the "sixpenny tray" at a second-hand jeweller's. Collecting these semi-precious stones will be found to be an amusing hobby for the woman with a limited income, besides being an effective decoration for her frills and furbelows.

THIS WEEK'S RECIPE.

ORANGE DUMPLINGS.

Three cupfuls breadcrumbs, ½ cupful flour and sugar each, ½ cupful margarine or butter, a pinch of salt, the grated rind of one orange, the juice of two, ½ gill milk or a little more. One or two beaten eggs. Rub butter into flour, mix well with breadcrumbs and other things. Moisten with orange juice, eggs and milk. Pour into cups or small moulds (buttered) and steam for one hour. Serve with sweet, or marmalade sauce. The latter is just marmalade diluted, sweetened, and strained.

COAT LININGS.

FANS IN FAVOUR.

For years fans have been banished, but now they are coming into their own again. There are so many varieties to choose from. Huge waving ostrich plumes, in brilliant colours, tipped with black—very modern these—or small ones that our own grandmothers would have delighted in. Some have carved mother of pearl handles, others are fashioned of beautiful old lace inset with small pictures on parchment—just the right accom-



paniment for a billowy, old-world taffeta frock.

There are fashions in coat linings, just as there are fashions in coats. The idea of the moment is for a jacket to have a lining of a paler version of its own colour. A brown suit may have a beige lining, or a grey one a lining of silver. So that the effect may not be dull, tailors now introduce a piping in a contrasting colour, a strip of violet or of indigo, for instance, that follows the entire edge of the lining.

If a black coat has black satin inside, and it sometimes has just now, a scarlet piping adds a note of gaiety.

THE LATEST FASHIONS.

AUTUMN MODES ON PARADE.

All the great French dress houses have now outlined their programme of autumn fashions at the parades of new styles that have been taking place since the last days of July, and the armies of trained buyers who have attended are taking stock of the new season's modes.

Their task is no easy one. The "collections," as the series of new models are technically designated, are not only larger than ever, but the number of firms taking part has increased enormously.

All the world-famous houses which have become known as the Paris headquarters of fashion have had to be visited, and their models reviewed by the experts, who, in addition, must keep a vigilant eye on interesting newcomers. Reputations are made with startling regularity, and it behoves the trade buyers to be on the look-out for new geniuses who may unexpectedly mould forthcoming modes.

Famous Creators.

Among the notable fashion creators who have presented their autumn models are such firms as Worth, Molyneux, Paul Poiret, Calot Socors, Patou, Jeanne Lanvin, Paul Carot, Germaine Lecomte, Drecoll, Martial et Armand, Douillet-Doucet, Lucien Lelong, Bechoff, Promet, Agnes, Redfern, Mary Novitsky, and the young English newcomer to Paris, Norman Hartnell.

Each house has its distinctive novelty, but at the same time there is a general trend indicated. A tour of the chief displays has already established certain definite points.

Skirts.—Long enough to cover the knee. Uneven hems for evening.

Waistline.—Remains stationary except in a few cases where it is a trifle higher.

Fabrics.—Great vogue for velvets, plain and patterned. English tweeds much used. Greater use of artificial silk fabrics.

Coats.—Evening wraps to suit uneven hem lengths. Coats for daytime show more drapery.

Hats.—Bonnet brims. Barot crowns. Revival of velours.

Colours.—Much black and white. Beige shades still to be worn. Wide range of blues, including slate, steel, and deep cornflower. Greens, both light and dark, grey, vanilla.

Furs.—Fox, lynx, shorn lamb, astrakhan, ermine (some dyed). High fur collars of Medici type.

General trend.—Feminine; feeling for flowers and bows.

One other important discovery has been made by those who have been at the back of fashion—that it is the back of fashion that matters most at the moment.

Decoration is applied to the back of both evening and day-time frocks rather than to the front. This takes the form of panels and bows, jewelled ornaments for evening, tassels and even floral garnitures which wander down the middle of the back. There are enormous bows tied at the back of aftergowns, and collars which soar upwards as on the coats or come to a deep point on gowns.

INDOOR FERNS.

MANY KINDS THRIVE INDOORS.

The green fronds of pot ferns are cool and restful for room decoration. So attractive is their delicate tracery silhouetted against a window or against a pale grey or yellow wall that it is surprising that more women do not make use of them.

Many kinds thrive indoors, such as the palmlike pteris ferns, the lacy varieties of the hemiplois (the ladder ferns), the aspleniums (the buckler or wood ferns); the many dainty adiantums (maiden-hairs). As pot plants for a hall or lounge the handsome spreading woodwardias (the chain ferns) are most decorative.

Regular watering and overhead spraying of the fronds is one of the secrets of successful fern growing. Although no fern that is allowed to become dry will ever really thrive, a waterlogged soil is equally harmful. This is often due to defective drainage, and when it has been remedied and the plant repotted, a new lease of life is usually enjoyed by the fern.

THE NEW HATS.

MOSTLY ON THE SMALL SIDE.

As long as the shingled head remains in fashion, hats cannot change very much in shape, but they can, and they do, change in material, colour, and trimmings.

The large hat is making a bid for favour, but it is only with a picturesque dress that a large hat looks well.

The short, slim skirt calls for a small hat, and looks almost ridiculous with a big one. A wide brim and a short skirt do not make a good marriage unless it is a stage marriage. The chorus girl may wear them together, but only when she is dancing and singing as such. Not when she is living the life of the ordinary woman.

Most of the new hats, then, are small. They have smartly turned back brims and crowns that are moderate and very much ornamented by flat, trimmings incrustated into the foundation.

The brim may be turned up at the back, at the side, or in the front. The great idea is to achieve a jolt profile. You must be able to look at the hat from all points of view and find that it suits the face under it.



Pleats are never likely to lose their popularity. The group idea has given place to the all-round pleated skirt, or you may have a series of close pleats in front and the back left quite plain. The higher neck-line is noticeable in all the new jumpers.

FASHION NOTES.

PEARLS AND FURS.

The love of pearls, real and imitation, is still shown by the way in which women hang them in ropes around their shoulders.

The fashion of letting them hang down the back, instead of down the front, is still seen, but is not very popular. It seems safer to hang them where they can be seen by the wearer.

Coloured pearls to match the dresses are still worn, though the fashion is of doubtful taste. Earrings are only worn with afternoon and evening clothes.

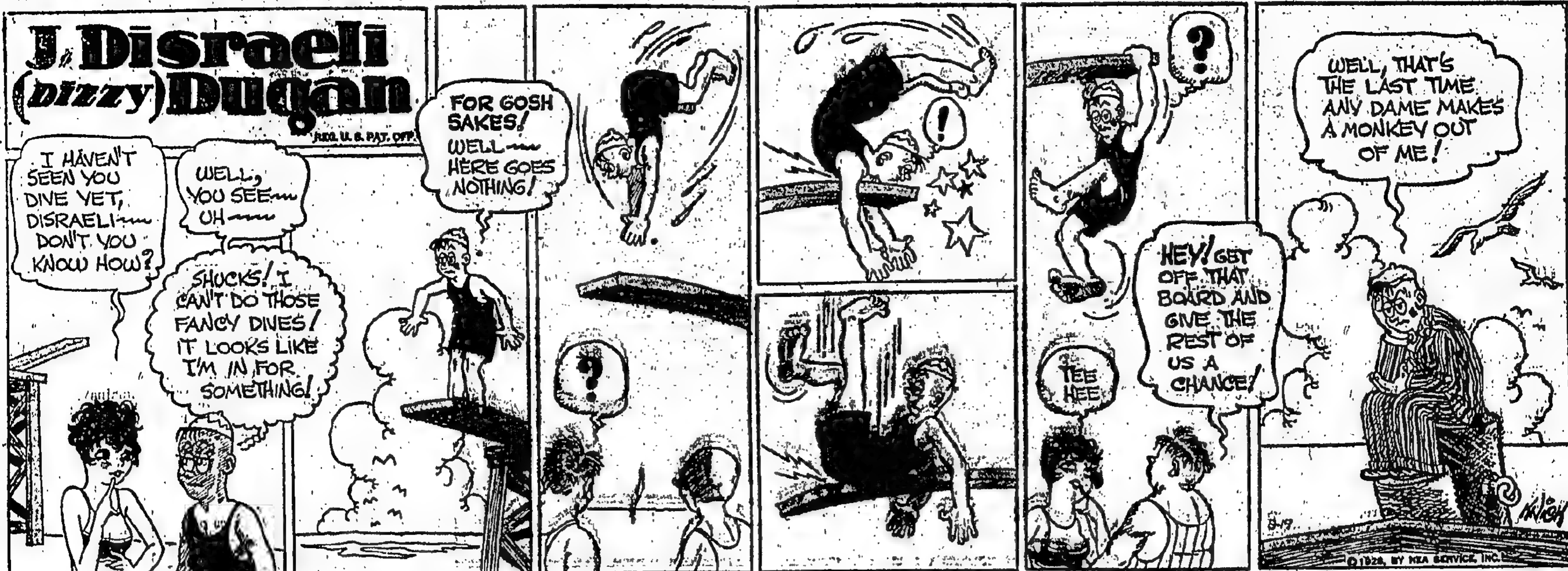
All tailored fashions in tweeds are worn without jewels of any kind.

The silver fox continues to be the prime accessory of the smart woman in her street clothes. The red fox, the brown fox, the blue fox, and the grey fox, all have followers.

There has come a new way of wearing the fox scarf. The head of the beast is laid on the back of the left shoulder, the little chain catches his left hind foot towards the front of the left shoulder, and his tail hangs down parallel to the left arm, as it falls at rest.

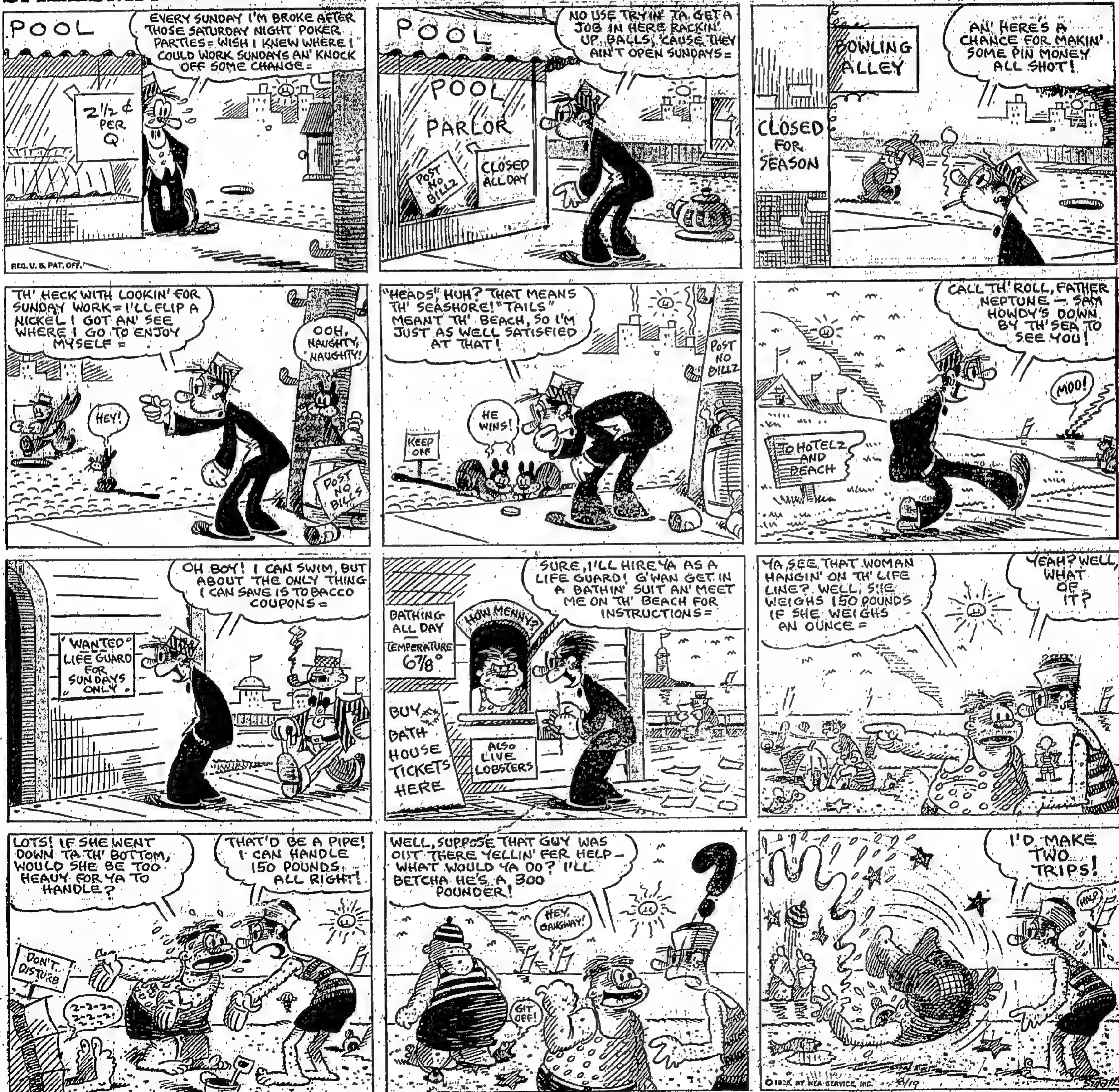
The body of the fox is pulled well out on the right shoulder, thus emphasising the wide shoulder-line of the new mode.

The thickest fox scarves are quite smart, but they should be used with discretion by the woman of less than medium height.



SALESMAN SAM

By Small



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TO OSAKA via AMOI, MOJI & KOBE	Kutsang	Wed. 26th Sept at noon.
TO CANTON	Yatsing	Tues. 25th Sept at 3 p.m.
TO STRAITS & CALCUTTA	Hosang	Fri. 12th Oct at 3 p.m.
TO TIENTSIN	Cheongshing	Satur. 29th Sept at 5 p.m.
TO SANDAKAN	Hinsang	Thurs. 27th Sept at 3 p.m.

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*TAIPING	6th November	13th November
*CHANGTE	7th December	14th December
*TAIPING	4th January	11th January

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FROM HONGKONG.	FROM MACAO.
8.00 a.m. "SUI AN" from Wing Lok Wharf 8.00 a.m. "WING ON"	
3.00 p.m. "WING ON" from Wing Lok Wharf 3.00 p.m. "SUI AN"	

EXCURSION TO MACAO.

ON SUNDAY, 30th SEPTEMBER.

S. S. "SUI AN"

will depart from the Company's Wing Lok Wharf at 9.00 a.m. and from Macao at 5.00 p.m.

RETURN SALOON PA SAGE FARE: \$5.00

Above sailings are subject to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

NEW FASCIST REGIME.

APPROVAL BY PARLIAMENT EXPECTED.

Rome, Sept. 21.
It is expected that the measure adopted by the Fascist Grand Council will be approved by Parliament before its dissolution in December.—*Reuter*.

[A message yesterday stated that vital changes had been made in Italian constitutional Government as the result of a new measure adopted by the Fascist Grand Council, defining its attributes and responsibilities. The measure lays down that the Grand Council is the supreme organ of Government, and that its duty is

to co-operate all acts and activities of the Fascist regime. Its functions are deliberative and it will be the final Court of Appeal in all questions of the interpretation of law and will express opinion on all questions submitted thereto by the government.

The head of the government will be the president of the Grand Council, which will comprise the Presidents of both Houses of Parliament, the Ministers, Quadrumvirs, the Under-Secretaries of the Prime Minister, the Ministers of the Interior, and Foreign Affairs and corporations, the Chief of General Staff of the Fascist Militia, the Secretary and Under-Secretaries of the Fascist Party, the Presidents of the Syndical Confederations of Labour, Agriculture and Industry, the principal co-operative societies and the Secretaries of the Fascist Party.]

ALLEGED MURDER.

HONGKONG GIRL CHARGED IN SYDNEY.

Sydney, Aug. 23.
The facts attending the death of Percy Chong Gow (aged 34 years), a Chinese clothing manufacturer, of Rickards-street, Marrickville, are alleged by the police to indicate that he was murdered.

Chong Gow, a well-to-do Chinese, died on the evening of July 19, and was buried on July 21 at the Woronora Cemetery, Sutherland. Nine days later his widow, a half-Chinese, married a young rating in the Australian Navy. The body of the Chinese was secretly exhumed by the police on Monday last. A post-mortem examination was made the same day, and late last night the dead man's wife and her new husband were charged with murder. The suspected woman is peculiarly attractive in an Eastern way, and her young naval husband looks a mere boy. As they were taken to the cells last night he clasped the woman in his arms, kissing her and her 15-months old infant passionately. The baby clung to him.

According to the police the history of the strange case commenced some years ago, when Chong Gow engaged Ernest Percival Trapman, a boy who lived near his workrooms, to work for him. The boy continued to work in the little Asiatic factory at Marrickville until about 18 months ago, when the Chinese, supposedly acting upon the suggestion of his wife, dismissed him, and the boy joined the Australian Navy. When on leave he is alleged to have visited the place of his former employment, and to have been on particularly friendly terms with Mrs. Gow.

Events Leading to Arrests.

May 23 was the first birthday of the baby, Chuey Gow, and Chong Gow left his workroom to buy a birthday cake and presents. The birthday was celebrated according to the customs of the Orient, although not so ceremoniously. On that night Chong Gow was stricken with a mysterious illness, and consulted Dr. J. Young Wai, a Chinese specialist, and a graduate of the Sydney University. The doctor was puzzled by the curious symptoms, and after prescribing for him, and ordering a special diet, he recommended his admission to the Marrickville District Hospital. On June 23 Chong Gow was admitted to the hospital, and it was the intention to have an X-ray examination of his stomach. This was never performed, as Gow, feeling slightly improved, declined to remain in the institution, and returned to his home. Dr. Young Wai continued to treat him, but Chong Gow continued to decline. On the evening of July 19 he died, and his death was bewailed by his friends amongst the members of the Chinese community in Sydney. On July 28 the widow and the deceased's former employee, Trapman, were married at St. Clement's Church, Marrickville. This caused comment, and subsequently certain information was conveyed to the Criminal Investigation Branch, and Detectives James and Swabrick were deputed to make investigations. The City Coroner was apprised of the suspicions that had arisen in the minds of the detectives. They felt that Chong Gow's death might not have been really due to an ulcer of the stomach, as stated on the death certificate, and the coroner ordered the body to be exhumed.

AUSTRALIAN STRIKE.

LACK OF UNANIMITY AMONG WATERSIDE WORKERS.

Canberra, Sept. 21.
In the House of Representatives the Premier, Mr. Bruce, declared that the waterside workers strike position was getting worse hourly.

Melbourne, Sept. 21.
Lack of unanimity among the waterside workers is one of the principal features of the strike. The men are working under the "two pickup" award at all Tasmanian, several Queensland, South Australian and West Australian ports, but striking at Melbourne, Brisbane, Adelaide, Newcastle and Fremantle.

The men at Adelaide, however, are wavering. Free labour is being enrolled in many places including 1,000 in Melbourne. The strikers feared the volunteers as they marched off the wharves and there were many moles.—*Reuter*.

A NEW RAILWAY.

KIRIN-TUNWHA LINE NOW COMPLETED.

Peking, Sept. 21.
The Kirin-Tunwha railway has now been completed and traffic will be opened on October 10.—*Reuter*.
[The Kirin-Tunwha railway has been built for the Chinese by Japanese interests. It extends from the Kirin terminus of the Changchun-Kirin line in an easterly direction. Its construction was begun in June, 1926. It was originally intended to complete it in two years but it was later decided to construct several tunnels not originally planned for, in order to avoid some steep gradients.]

investigations. The City Coroner was apprised of the suspicions that had arisen in the minds of the detectives. They felt that Chong Gow's death might not have been really due to an ulcer of the stomach, as stated on the death certificate, and the coroner ordered the body to be exhumed.

Traces of Poison Alleged.

Although the analyst has not completed his report, he explained to the police that he had found traces of an irritant poison. On Wednesday night the detectives brought Mrs. Trapman to the detective headquarters, and questioned her, after which they decided to detain her. Early this morning they went overland to Jervis Bay, to intercept H.M.A.S. Platypus, and interview the newly-married Trapman. They detained him, and returned with him to night. Ernest Percival Trapman (aged 20 years), of his Majesty's Australian Navy, and Amelia Frances Trapman (aged 27 years), formerly of Hongkong, and widow of the late Chong Gow, were formally charged with murder.

CONSIGNEES' NOTICES.

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Consignees per Company's Vessel, "TELAMON" From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Rowland, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 29th September.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon, within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th October, or they will not be recognized. No Fire Insurance will be effected. **BUTTERFIELD & SWIRE**, Agents.

Hongkong, 20th September, 1928.

JAVA PACIFIC LINE.

From: SEATTLE, SAN FRANCISCO and LOS ANGELES. The Steamer, "BINTANG" (8) having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan and Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 28th September, 1928, will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 27th September, 1928, at 10 a.m. by Messrs. Goddard and Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by **JAVA-CHINA-JAPAN LINE**, Agents.
Hongkong, 20th September, 1928.

PIRACIES RECALLED.

GOVERNMENT TO ERECT MEMORIALS.

To commemorate their gallantry the Hongkong Government is erecting a tablet at St. Peter's Church, West Point, to the memory of Robert A. Black, Chief Engineer of the s.s. Kochoo who was killed by pirates in the Ling Yang Gorge, West River, on the 1st September, 1927, and a cross over the grave of Harry Conway, Chief Officer of the San Nam Ho who lost his life in the attempted piracy of that vessel on the 17th January, 1928, when on a voyage between Hong Kong and Kau Kong.

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S. S.	Tons	From Hongkong (about)	Destination
*KASHGAR	9,005	29th Sept.	M's, L'don, A'werp & Hull
*MORRA	10,953	13th Oct.	Marsailles & London
*KHIVA	9,135	27th Oct.	Marsailles, L'don & Hu.
*MIRZAPORE	6,715	1st Nov.	Straits & Bombay
*KIDDERPORE	5,334	10th Nov.	Straits, B'bay & Karachi

*Cargo only. *Calls Casa Blanca.

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrae, Smyrna and other Levant Ports by Steamers of the Redial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

*GAMBADA	5,307	24th Sept. noon.	S'pore, Penang & Calcutta
TAKADA	6,949	1st Oct.	S'pore, Penang & Calcutta
TALAMBA	8,018	13th Oct.	S'pore, Penang & Calcutta

*Cargo only.

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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	28th Sept.	Manila, Sandakan, Thurs.
ABAFURA	6,000	2nd Nov.	Island, Townsville, B'bane
TANDA	6,656	30th Nov.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hobe, Cebu, Kolumbugan, Taiwan, Timor, Darwin, or other ports en route as indicated on cards.

Frequent connections from Australia, with the following:

The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

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The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton, and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

LAHORE	5,252	28th Sept.	S'hai, Moji, Kobe & Yoko
KHIVA	9,135	28th Sept.	S'hai, Moji, Kobe & Yoko
TALMA	10,000	3rd Oct.	Amoy, Moji, Kobe & Osaka
ABAFURA	6,000	10th Oct.	Moji, Kobe, Osaka & Yoko
MAEDONIA	11,130	12th Oct.	S'hai, Moji, Kobe & Yoko

*Cargo only.

All dates are approximate and subject to alteration without notice.

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Taiyo Maru (Calls Nagasaki) ... Tuesday, 10th Oct.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Suwa Maru ... Saturday, 22nd Sept.

Fushimi Maru ... Saturday, 6th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... Wednesday, 24th Oct.

Mishima Maru (Calls Zambo Auga) Wednesday, 21 Nov.

BOMBAY via Singapore, Penang & Colombo.

Nagato Maru ... Thursday, 27th Sept.

Awa Maru ... Thursday, 11th Oct.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama

Bokuyo Maru ... Saturday, 29th Sept.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kanagawa Maru ... Tuesday, 9th Oct.

NEW YORK & BOSTON via PANAMA.

Mayebashi Maru ... Wednesday, 26th Sept.

Toba Maru ... Sunday, 21st Oct.

LIVERPOOL via Port Said, Genoa & Marseilles.

Lima Maru (Calls Glasgow) ... Sunday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.

Rangoon Maru ... Sunday, 30th Sept.

Genoa Maru ... Monday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.

Mishima Maru ... Friday, 19th Oct.

SHANGHAI, KOBE & YOKOHAMA.

Malacca Maru (Calls Keelung Omit S'hai) Sun, 30 Sept.

Tamba Maru ... Sunday, 30th Sept.

Toyouka Maru ... Monday, 1st Oct.

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S.S. "AGAPENOR" via Suez Canal 17th Oct.

S.S. "CITY OF KHIO" via Suez Canal 26th Oct.

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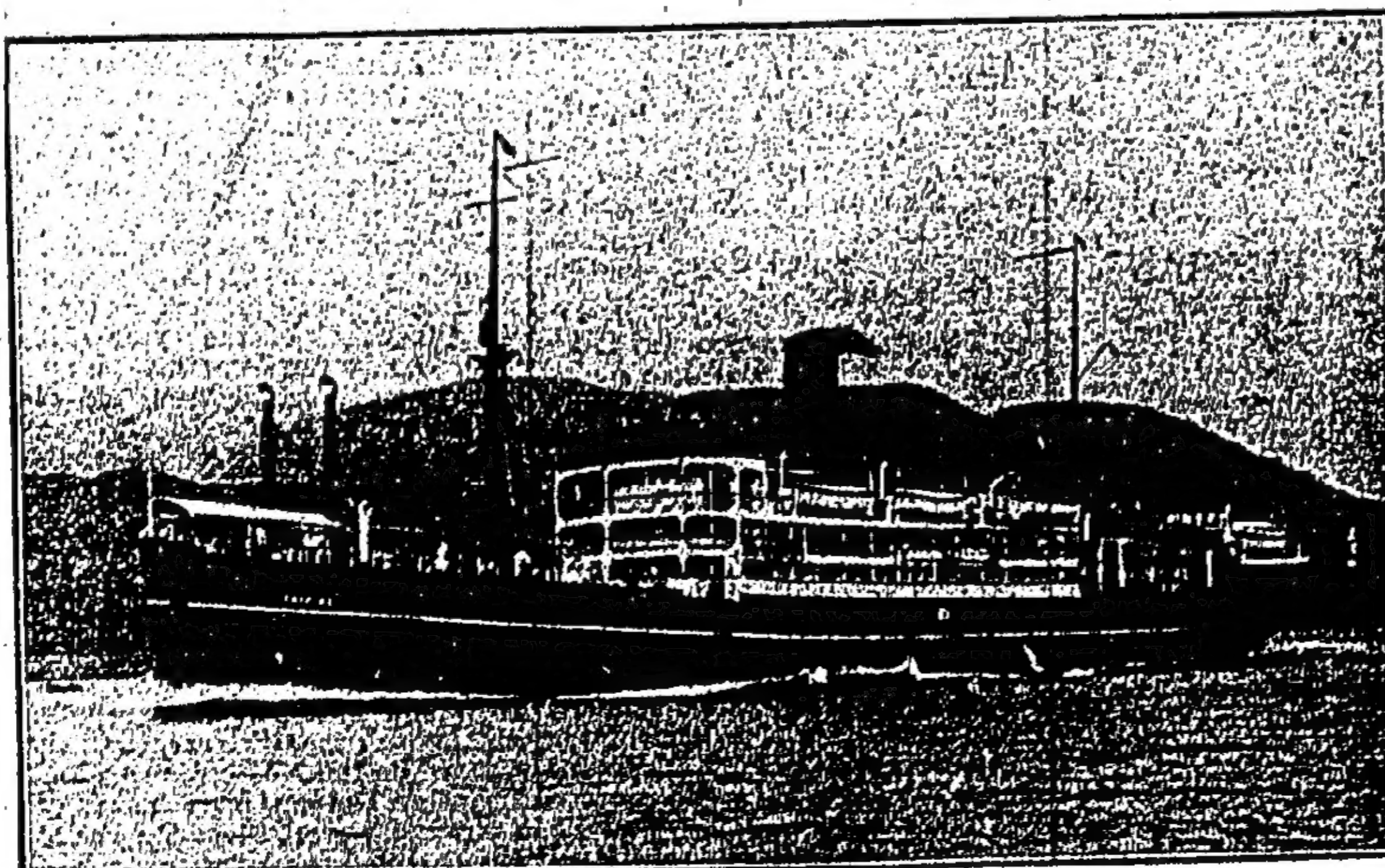
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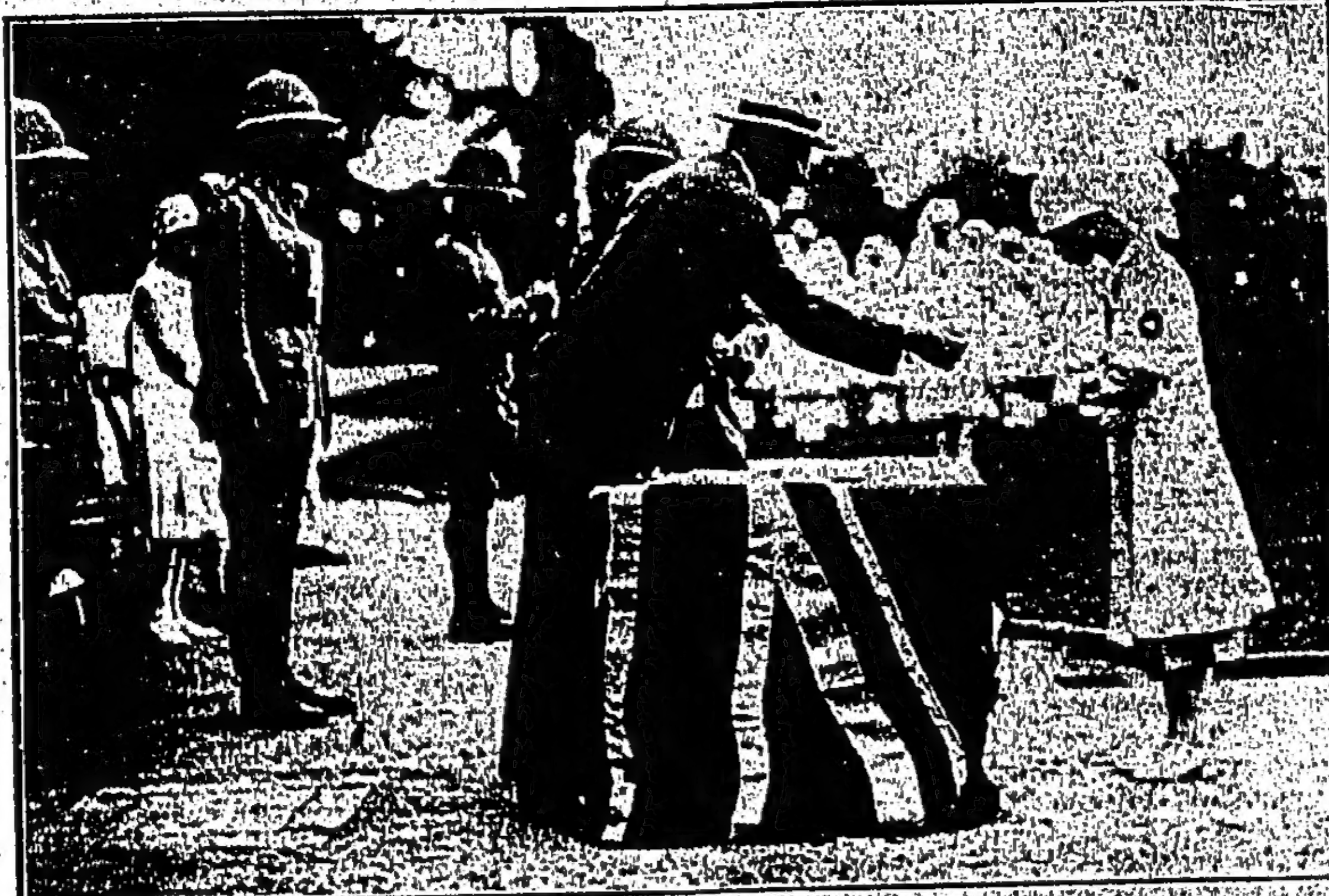
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Dock owners Ship Builders, Marine & Land Engineers, Boiler Makers, Iron & Brass Founders, Forge Masters, Electricians.



S.S. "TAIPING."

ST. JOHN AMBULANCE PRESENTATIONS.



Above H.E. the Officer Administering the Government presenting medallion to a member of the Victoria Nursing Division of the St. John Ambulance Brigade at Government House on Thursday evening; below, His Excellency inspecting the Brigade, accompanied by the acting Assistant Commissioner, Mr. A. Morris. (Photos: Mee Cheung).

BRITISH OFFICER'S DEATH.

THE SUPPOSED MURDER OF LIEUT. KNOWLES.

COMMISSION RETURNS.

Peking, Sept. 16.
The commission recently appointed to make investigations in connexion with the mysterious disappearance of Lieut. T. Knowles of the East Yorkshire Regiment, who disappeared while on a hunting trip in the Western Hills last autumn at the beginning of the war between Fengtien and Shansi, returned here yesterday evening.
It is understood that while the commission did not find where the body of Lieut. Knowles had been buried, they found a village outside which his death took place and heard a circumstantial account of the details of his end.
The commission has decided that Lieut. Knowles was killed by Fengtien soldiers and not Shansi troops, as was believed at the time.
The Shansi authorities recently approached the British Legation with a proposal that they take joint steps to solve the mystery of Lieut. Knowles' disappearance, following which each party appointed two delegates to proceed to the Western Hills to make inquiries and to search for traces of the missing officer.—*Reuter*.

YOUNG RUSSIAN STOWAWAY.

SENT TO GAOL THIS MORNING.

Alexander Ivan Ivanoff, a Russian youth, seventeen years of age, was charged before Major C. Willson this morning with stowing away on the s.s. Kaiping from Chingwantao to Hongkong.

Sub-inspector Elston, prosecuting, stated that there was nothing known against the defendant.
Mr. A. C. I. Bowker, who represented the Kailan Mining Administration, the owners of the Kaiping, said the youth was found on board when the ship was a day out from Chingwantao. Sentence of one month's hard labour was passed.

Dublin Corporation dwellings number 4,697, yielding a rental of \$124,232. In 1924 2,548 dwellings yielded \$41,860.

PROBLEMS OF THE PACIFIC.

LEAGUE OF NATIONS IN THE FAR EAST?

NOTABLE SPEECH BY SIR FREDERICK WHYTE.

STORMY DAYS AHEAD.

There was a record crowd at the Union Club of China, Shanghai, on Tuesday to attend the 11th meeting of the Pan-Pacific Association to celebrate the 415th anniversary of the discovery of the Pacific Ocean by Vasco Nunez Balboa.
Mr. Quo Tai-chi, former Vice-Minister of Foreign Affairs, presided, and, in a suitable speech, welcomed the speaker of the day, Sir Frederick Whyte. Mr. Quo dwelt on the importance of the discovery of the Pacific by Balboa and said that little did the Spanish explorer dream of the future of the great expanse of water that lay before his eyes. Little did he dream that the Pacific would be the centre of the world interest and perhaps the centre of the storm of the next decade. The eyes of the world now rested anxiously on the Pacific, on which the future peace of the world depended. The Pan-Pacific Association was doing a great deal by bringing about international contact and future world war and to bring about better international understanding and closer international relations.

Tribute to Mr. Quo Tai-chi.

Sir Frederick Whyte said that he wanted to thank the authorities of the Pan-Pacific Association for giving him the opportunity of meeting many of his old friends in Shanghai, and in particular the chairman of the meeting, Mr. Quo Tai-chi. In that connexion, Sir Frederick said that he would be indiscreet enough to make some remarks regarding certain rumours as to the future activities of the chairman. He hoped that the rumours were true in one respect, and that was that he was to proceed abroad to an important capital. The result would be that his country would benefit. But he hoped that the statement made that he was to proceed to Germany was untrue, for, if so, the country to which he was to be assigned had no unequal treaties with China (laughter). Sir Frederick said he wanted Mr. Quo to come to England, where his wide knowledge and ability would prove of much benefit to his country and where a warm welcome would be awaiting him.

MORE YANGTSEZIE FIRING.

A.P.C. BOAT THE LATEST TO SUFFER.

THE FIRE RETURNED.

Another British steamer has been fired on from the banks of the Middle Yangtze, this making the second case within a week.
The latest incident concerns the s.s. Chinkwang, owned by the Asiatic Petroleum Company, the vessel being fired on by bandits when about fifteen miles above Wushan. It is significant that when the B. and S. Kityang was fired on earlier in the week it occurred at almost exactly the same spot.
A naval wireless report received this morning states that the Chinkwang was hit, but makes no reference to any damage which may have been caused.
The fire was returned by the armed guard carried on the steamer, with what result is not specified.

him in the capital of the British Empire.
Balboa Day was an occasion of great significance to them all. When Balboa, the explorer, looked down from a mountain top and gazed for the first time on to the Pacific, little did he realize that the future that lay before it. What was most significant about the discovery of the Pacific lay in the fact that it came at a period of some of the greatest discovery of mankind. The period of the Renaissance. It was the period of Shakespeare and the discovery of America. When they thought of the year 1513, their minds were carried back to what had happened then, the experiences of mankind in that period which made it almost the greatest in the history of the world.

Interests of Occident and Orient.

None were likely to underestimate the importance of the Pacific. Napoleon had said that the destiny of the world rested with the Far East, and Theodore Roosevelt, in looking over the different eras, said that while the Mediterranean and Atlantic had an importance of their own, nevertheless the Pacific was destined to be the greatest of them all. Though Roosevelt was given to rhetoric, and a tendency to exaggeration, yet his statement contained a profound truth, and their chairman, Mr. Quo, had outlined the germ of the truth. There were so many issues depending which looked for solution, that it was necessary that they should take time by the forelock and face the issues.

There was a balance of interests. (Continued on Page 10.)

Your Last Chance To See

THE MAGNIFICENT jungle melodrama which the London papers said contains "The most exciting moment in all motion picture history!"

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